

# CONNECTICUT INDUSTRY



JULY, 1942



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**CONNECTICUT INDUSTRY**  
**MANUFACTURERS' ASSOCIATION OF CONNECTICUT, INC.**

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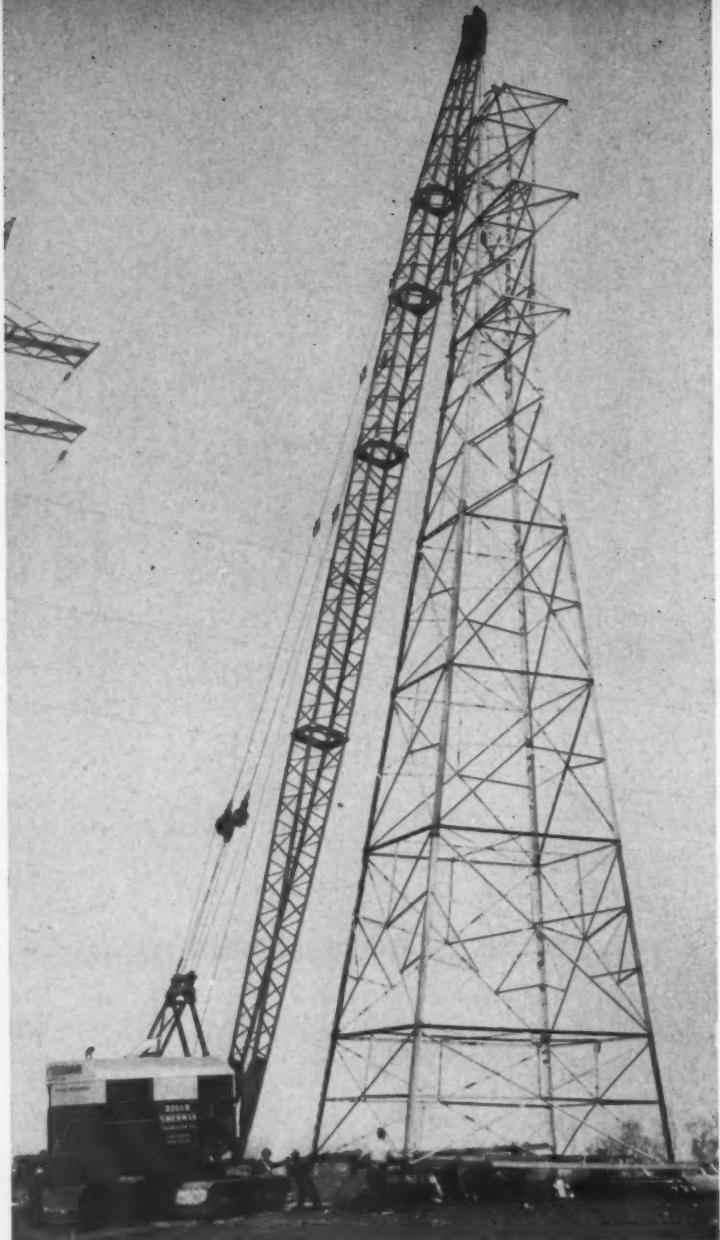
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## "WE MOVE ANYTHING"

**Question:** What is the most efficient and economical way to move a 100 foot tower weighing seven tons without dismantling and re-erecting it?

**Answer:** Call in Roger Sherman!

Such an assignment, recently carried out for the Hartford Electric Light Company, is but one example of the complex and unusual moving jobs which Roger Sherman is daily handling to the complete satisfaction of Connecticut concerns.

Long experience in hauling and hoisting with the most up-to-date equipment puts us in a position to help you move FAST and inexpensively. Consult Roger Sherman when next you need moving done, whether the job be a routine assignment or one of those "tough nuts to crack". A phone call will bring our representative, fully equipped to give you all the facts and figures.

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# A Letter to Congress

*Subject: The Last Great Hope of Earth*

For a long time I have been collecting thoughts for your consideration, and now pass them on to you.

To begin with, you as members of the Senate and House hold positions of the highest honor and responsibility. On arising every morning you should include in your mental setting-up exercises a strong reminder that you have the most important job in this country—one that may mold the whole pattern of life tomorrow.

That's not going to be an easy task, for many of you are discouraged—and for good cause. You have sat in your offices in a depressing vacuum of silence after perspiring for days—perhaps weeks and months—of work which resulted in the successful completion of some worthy project of great value to your state and country. You received all too little help from "back home" and less commendation when the job was done.

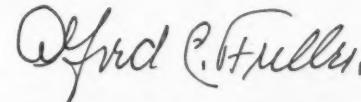
At other times you've been deluged with urgent requests for help—help to save a business, to find a job for a friend, to make an appointment with Mr. D in the "Help Everybody" bureau. You've been asked to "push" this bill and urged to "stop" another. In short, you've been threatened, maligned, misrepresented and damned by almost everybody who doesn't agree with your judgment. Yours is one of the most difficult and thankless jobs in the nation—and yet the most important.

In spite of the thick black pall of condemnation that has obscured your true motives from your public "back home", and the subtle innuendos that would tend to move you into a back seat to give bureau chiefs the spotlight, never forget for a moment that you are still considered the guardians of our freedom by silent millions of Americans who work, play, pay taxes and only grumble now and then to their neighbors and friends.

You have made mistakes, and some bad ones. But so have we back home. Somehow, a long time ago we Americans formed the habit of looking upon our clergymen, judges, ministers, newspaper editors and legislators as men set apart from the rest of us—men so imbued with the righteous zeal for service to their fellows that they breathed only in a rarefied atmosphere devoid of pettiness, self interest and greed. Perhaps we were too naive when we formed that habit out of the inspiration of a Washington, a Jefferson and a Lincoln. Perhaps we put too much faith in your predecessors then—too little in you now. But I strongly believe that you men who represent us in Congress are just as honest and just as conscientious in your work as we are back home despite the insidious attempts now going on to depress your stock to an "all-time" low. If you fall short or are impelled by self interest and unpatriotic motives, as your accusers claim, then you merely represent a pathetic cross-section of American life which sorely needs the purge of painful sacrifice to come alive again to its destiny. You can't be rightly condemned as a body any more than we who elected you.

Although your job requires you to be politically-minded, some of you have played pure politics when the honor of holding office or a job meant more than serving your country. Some of you have played the game of politics when the more difficult role of statesman would have won greater rewards. But you were by no means alone in your false reasoning, because some of your constituents took the same back trail in legal, church, labor and business affairs at home. Some of you have failed to measure up, not because of conscience or honesty but for lack of vision of the great American destiny. You might have succeeded with just a little more effort on your part and more intelligent guidance and encouragement from those of your constituents who had the ability to assist you, but didn't.

Whatever your mistakes of the past have been, whatever your discouragements and however dark the future may look, we urge you to rise in the present great crisis of humanity to preserve for your children and ours the great revolutionary principle which embraces economic, religious and political freedom for Americans. Yours is a most difficult task to delegate neither "too much" nor "too little" authority to boards and agencies believed to be necessary in the war effort. Too little delegation may lose the war for survival; too much may lose both the war and the peace. Somewhere in between lies the security of your prestige before the bar of American Public Opinion. With our help and a faith in mankind's great spiritual capacity for accomplishment you can perpetuate a freedom here that will eventually spread to every nation. The American people are depending on you, while the majority of the peoples of the old world join them in a prayer for your successful fight against the forces of international coercion and slavery. Representative government depends on your honesty, independence and judgment. You are the voice of a free people—the last great hope of earth. It must not be silenced.



*President.*



Taking a  
vacation?

... then  
**CONSIDER  
CONNECTICUT!**

By GLADWIN K. LUSK, *Public Relations Assistant, Connecticut Development Commission*

**EDITOR'S NOTE:** Busy top executives and supervisors who find their usual "vacation style" cramped for lack of time—and gasoline—this year have an excellent opportunity to rediscover Connecticut. Right in our own back dooryard, literally, are countless opportunities for interesting, restful and convenient vacationing. In this article, Mr. Lusk reviews our home state's vacation possibilities and takes the reader on a quick "Cook's Tour" of things to do and places to see. Elsewhere on these pages appear lists of Connecticut hotels, inns, boarding cottages, and adult vacation camps in rural, suburban, and seashore areas. Detailed information may be had by direct inquiry or by writing the State Development Commission, Hartford.

**C**ONNECTICUT, the home state for thousands of Connecticut Yankees, will be the vacation state for many of its residents this year for the first time. The sharp curtailment in the use of automobiles and the fact that some vacations will be shorter is leading many to look to Connecticut for vacation possibilities. The state is not to be found wanting for such facilities. It is possible to do practically everything right here in Connecticut that is done in other states.

First let us take the question of distances since that is uppermost in our minds this year. It is possible to cover the entire state with a minimum use of gasoline because of its size. Connecticut is about 100 miles long and 50 miles deep. Lack of dense suburbs surrounding metropolitan areas in the state makes it only a short drive to leave the city behind and be in rural loveliness. Within an hour or two you can pack your car and drive in a lei-

surely manner to innumerable shore, lake, river, or mountain resorts to enjoy the type of vacation best fitted to your needs. Or you can use train or bus service to practically all sections of the state.

**Seashore:** Connecticut's shore is open for business this year and the latest reports show that conditions will be quite agreeable. Of course, the yachting devotee must limit his trips considerably, but most clubs have organized an intensive program of intra-club races. Because of gasoline rationing and the inroads that the armed forces have made on skippers and crews, the Connecticut Eastern Yacht Racing Association has cancelled its annual three day race. Of course, it is necessary to have a permit to operate any boat over 16 feet in length on the Sound. Information on this phase of yachting or boating can be secured by contacting the Captain of the Port of New London. Most pleasure boats will be put into the water as usual this

year. In fact, the Coast Guard is encouraging the owners of power craft to have their boats in the water and ready for use if necessity arises.

While on the subject of boats it seems a good idea to mention the Marine Historical Society's Museum at Old Mystic. Here, along with the finest collection of scrimshaw available, is the "Charles W. Morgan", oldest whaling ship in existence. This boat was brought to Connecticut last fall and has been put in condition for public inspection. Another boat, though much smaller, but of extreme interest is the jolly boat from the "Anglo Saxon" which was sunk by a German submarine in 1940. In this small boat two men lived for about 70 days. Notches in the gunwales of the boat show the actual record.

If you don't care for the shore but must have your vacation at a lake, Connecticut should again be your choice for a vacation.

**Lakes:** Lakes in Connecticut range

in size from mammoth Candlewood, largest body of fresh water in the state to small man made lakes on private developments. Bantam Lake at Bantam is the largest natural body of water in Connecticut. Virtually all of Connecticut's lakes are accessible and have excellent facilities for enjoyment of vacations whether you rent a cottage for the season or stay a few days at a comfortable hotel or inn. Here on Connecticut's lakes you may find ample room for sailing and powerboating. In fact on some of the larger bodies of water where there are large summer colonies weekly regattas are held.

**Fishing:** The ardent fisherman or the novice angler will find the lakes of Connecticut to his liking. All types of fish abound, particularly bass, pickerel and lake trout. In fact, on some occasions a lucky fisherman will encounter sturgeon. It is possible for Connecticut residents to obtain special three-day fishing licenses for use after July 1. The State Board of Fisheries and Game has pamphlets describing the numerous state regulated streams and ponds. Most lakes have facilities available for the renting of boats and canoes and bait of all sorts is available either directly on the lakes or in the towns nearby. In the past it has been possible to rent outboard motors at some of the larger lakes but just what the status of that business will be this summer is not known at the present time.

**Rivers:** Connecticut's rivers have been utilized for offering the best in vacation facilities to those whose craving is to spend a few days or a few weeks on a river. Perhaps the greatest aggregation of adult camps and resorts on rivers is to be found in the Salmon River section of the Middlesex Valley. Here are camps of all types offering every known form of recreation com-

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**For a List of  
Connecticut Hotels,  
Inns, Boarding Cottages  
and Adult Vacation Camps,  
see Pages 31 and 32**

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bined with the finest swimming, boating and canoeing facilities. Several of the rivers in the state are canoeable and it is possible to enjoy many hours trying out new areas. The streams are of all types from the placid ones of the eastern part of the state to the turbulent ones in the western highlands.

**MOUNTAINS:** The mountainous section of Connecticut lies in the northwestern part of the state and is a part of the lovely Berkshire Hills. The in-

teresting fact about Connecticut's mountain region is that one has the added features of numerous lakes and the valley of the Housatonic. In the western highlands there are quaint inns and picturesque farms overlooking crystal-clear lakes and breathtaking panoramas stretch out to the horizons showing Connecticut as a "patchwork quilt stitched together with stone walls".

**Cycling:** Transportation is the main question in taking vacations this year. Connecticut's principal modes of travel are by auto, train, bus and bicycle. The last one is becoming more and more popular and it is expected that more cyclists will be on the highways this year than ever before. Cycling is a splendid way to take a vacation and it is surprising how different the countryside looks when

(Continued on page 30)



For the vacationist intent upon sports and outdoor activities Connecticut offers a wealth of possibilities. Right here in the Nutmeg State one can enjoy horseback riding, golf, boating, fishing and practically every other sport you may have traveled miles to find in previous years. And the state parks and camps are of such extent and diversity as to keep the hiker and camper occupied for many a pleasant hour. Photos from State Development Commission files.

# WPD PROGRESS REPORT

PROOF that the War Production Drive in Connecticut is rolling along with increasing speed and punch is contained in these detailed and interesting reports of progress made by four outstanding war plants to CONNECTICUT INDUSTRY:

**United Aircraft**—With a strong backlog of experience in cooperation, the management and labor of this enormous concern have enthusiastically accepted Donald Nelson's challenge for more and more production. A suggestion system has been in operation in all three divisions for many years, and last August at Pratt & Whitney the Knox Trophy, an award for the best production showing of any department against the previous six months, was established.

Feeling that the drive's success depends upon individual cooperation, the joint committee in each division has set up sub-committees by departments on each shift. Their job is to pass on to employees the objectives of the central committee, which include safety precautions, regular attendance, elimination of wasted time, strict adherence to work periods, economy in use of shop supplies, and conservation of materials through reduction in scrap losses.

In addition, the plant sub-committees are responsible for securing employee cooperation in submitting suggestions and slogans and in the fullest joint utilization of automobiles. Two other sub-committees handle publicity and suggestions.

At the Pratt & Whitney main plant in East Hartford 25 bulletin boards have been erected especially for the drive. WPD posters and enlargements of news items and photographs from the company's publicity department are being used. A slogan contest with a total of \$90 in War Stamps as prizes for the six best entries is under way.

One of the enlargements posted on the bulletin boards at Hamilton Standard was a telegram from Brig. Gen. James H. Doolittle which congratulated the workers for making the propellers used on the bombers that smashed Tokio. In part it read: "You keep 'em coming off the production line and we'll keep 'em whirling." The central committee in this division arranged for the visit of Capt. Hewitt T. Wheless, U. S. A., the bemedaled pilot

of a flying fortress which bombed the Japs in the Philippines. Up-to-the-minute news bulletins are chalked on blackboards during the day so that employees can keep abreast of war events. A slogan contest has already been finished.

## NEW WPD RECRUITS

American Brass, Ansonia Branch,  
Ansonia.

Manning, Maxwell & Moore, Bridgeport

R. Wallace & Sons, Meriden

Wallingford Steel, Wallingford

The Wiremold Company, Hartford

decrease in the number of cars being driven to and from work.

**Corbin Screw**—Employing a variety of devices, this New Britain concern has been conducting an extensive morale campaign. Contests, posters, bulletin boards, a monthly house organ, and an employee military band are among the important elements in its drive. The winners of a slogan contest were awarded War Bonds.

Insignia bearing the company motto, "Corbin production will speed Axis destruction", were given employees. All workers have signed a "victory pledge", for which they are receiving a gift pledge certificate (see illustration). Wide publicizing is given Army and Navy communications telling of the good use to which Corbin parts have been put in the Tokyo bombing and the Coral Seas engagement. Corbin men in the services are encouraged to visit their old department when home on furlough.

In a departmental attendance contest the winning and losing departments are awarded special banners. Six members sit on the executive committee running the drive. Three man sub-committees have been set up for production control, conservation of util-

## "Get 'Em Flying"

Vought-Sikorsky in Stratford is contemplating the erection of a large production scoreboard to show graphically the progress being made every day by each shift. The plant slogan is "Get 'Em Flying". A special campaign by the transportation sub-committee has resulted in a considerable



Certificate which Corbin workers receive when they sign the "Victory Pledge".

ties, health and safety, production methods, and suggestions. Though describing employee reaction as generally cooperative, Corbin feels that contests are valuable only for encouraging temporary production spurts. In the long run their effectiveness is questioned. Earl Lions, public relations director, believes that "more can be gained through long range indoctrination programs of a subtle nature, such as the issuing of a house organ."

#### Without Fanfare

**Bullard**—The morale-raising campaign adopted by this Bridgeport plant as a vital adjunct to 168-hours-a-week operations has avoided fanfare as much as possible and been aimed principally along factual lines. The full quota of banners, posters, lapel buttons and mailing pieces has been used to keep employees war-conscious. Each of these devices, however, has been utilized as far as possible in keeping members of the Bullard organization informed and their work associated with news developments.

One of the most successful posters, for example, under the headline, "Simple Arithmetic," told the men that an average of 290 absences a day would cut production of Bullard machines by 18 each month. The posters then drove home the point that these 18 machines could have machined 572,400 bombs or 40,076 cylinder heads for plane engines.

After the bombing of the Philippines, another poster carried the words of Col. Davies, a leader on the flight, thanking everyone who had anything to do with the production of the B-25 bombers used in the attack. When Tokyo was bombed by the same type of plane, a red banner across the same poster shouted, ". . . and these same planes bombed Tokyo!"

Bullard has also departed as frequently as possible from the mimeographed announcements by which management usually communicates with its men. A recent example is a poster, (reproduced in CONNECTICUT INDUSTRY—June) announcing that there would be no holiday on Memorial Day.

A staff artist depicted Hitler, Hirohito and Mussolini bent over a cliff with a Bullard worker aiming a lusty kick at them. Below the drawing was a message addressed to the Axis trio, declining their invitation to halt production for a holiday and adding the postscript, ". . . and we'll get our

holiday pay, too." The drawing was quickly reproduced on the plant's photostating equipment and within an hour was on all bulletin boards. Telegrams from War Department officials and the firm's replies are treated in the same manner.

An abrupt departure from the

"rules" governing public relations has been the use of atrocity pictures on bulletin boards with successful results. The original pictures were purchased from various news agencies and then enlarged to 30 by 24 inches.

The spontaneous formation late in

(Continued on page 25)



Living up to their war slogan, "FARREL DRIVES FOR VICTORY", the workers at Farrel-Birmingham, Ansonia recently celebrated Maritime Day by shipping the first of 20 drives for Maritime Commission cargo vessels ahead of schedule. The slogan, picked as the best in a contest recently conducted in Farrel-Birmingham's Ansonia and Derby plants was submitted by Jeanette Larson, pictured below.



# TWI PROGRAM PROVES WORTH ON PRODUCTION FRONT

FORD is reported to have found it the best industrial training program ever and discarded all others to make way for it in his shop. Other war producers, small and large, are using it to build foremen out of tool-setters, group leaders out of operators, and efficient workers out of any one fit for employment. All who have tried it are practically unanimous on its success in teaching production lieutenants to teach production soldiers. In greatly expanded plants it has been a lifesaver in helping to break complex jobs down into simple ones which the untrained or barely trained can handle. It stands as an important element in the production miracle achieved by the nation's war industry since December 7th.

Such is the kind of tribute being paid to TWI, the Training Within Industry program which was one brainchild of the late OPM that successfully matured. Directed by Channing R. Dooley with the assistance of many personnel and training experts, the program's basic purpose was originally stated as follows: "To assist defense industries to meet their manpower needs by training within industry each worker to make the fullest

use of his best skill up to the maximum of his individual ability, thereby enabling production to keep pace with defense demands."

TWI concentrates on (1) the upgrading of all classes of personnel; (2) the development of production specialists through intensive instruction on the job; (3) the development of all-around skilled mechanics through trades apprenticeship; and (4) the development of supervisors, technicians and other management assistants. It offers only advisory help to defense plants desiring to inaugurate training programs within their gates at company expense. Part of this assistance lies in acquainting manufacturers with the various government agencies engaged in extra-plant training and getting necessary information on job requirements exchanged between them.

In Connecticut, TWI is being ably promulgated by District Representatives Joseph Moody and Albert E. Whitehill, whose New Haven office is one of 22 branches in the country. The state itself has been divided into 10 zones, each with an advisory committee composed of local industrialists. Last January 6 the opening gun was sounded when government and man-

agement representatives met at New Haven to listen to a detailed outline of WPB's Job Instructor Training course. To get TWI rolling, teachers had first to be taught, so that they in turn could teach others to teach.

As a result 15 men from Connecticut industry and the Bureau of Vocational Training, State Department of Education, went through an intensive, streamlined course lasting 18 hours. From this group certified WPB trainers were selected to get other instructors trained to serve the state's war concerns. Similar institutes were held in quick succession around the state, and soon a flock of official trainers were ready to meet requests for in-plant training sessions.

## Case Histories

Already a number of Connecticut companies engaged in war production have given the TWI 10-hour course (divided into five two-hour sessions) to employees in supervisory positions. So far results must be measured by the reactions of personnel managers, trainers and the trainees themselves. In most cases they have been unusually enthusiastic.

A firm believer in TWI is Stella M. McCann, assistant employment manager of U. S. Rubber Company, Naugatuck. The first woman in the state to conduct a TWI institute, Miss McCann put 13 of her employees through the course in March. Six of these, including two women, went on to complete the longer (18 hours) course for instructors, so they could help Miss McCann train 125 female supervisors. Since then 107 employees have been certified as instructors; 79 are women. The company plans to continue training until every supervisor holds a TWI certification. To be included are 100 ex-salesmen being turned into leaders.

Now all U. S. Rubber instructors and supervisors must take the 10-hour course before they can train operators on new war work. This has made for a lack of confusion from the start and a rapid rise in production. The TWI idea of job analysis or break-



AT U. S. RUBBER, Naugatuck, Jessie MacLean instructs Anne Augelli. Others in the photo are, left to right, seated, Elvira Bredice, Katherine Palladino, Victoria Adamski; second row, Robert Lowell, John Fitzgerald, Harold Lutz, John Dimling; standing, Millard Brocius, Allen Fetterman, Lena Solberg, Thursabell Haven and Stella McCann, U. S. Rubber, assistant employment manager and conductor of the course.

(Continued on page 29)

# HUBBARD MEMORIAL GOLF TROPHY IN SECOND ANNUAL COMPETITION



ON Sunday, August 2nd, boss and worker alike will meet together on common ground—the greens and fairways of the Norwich Golf Club—to compete for the E. Kent Hubbard Memorial Golf Trophy.

Now in its second year, the tournament was organized last summer by the Manufacturers Association of Connecticut in memory of E. Kent Hubbard, for 24 years president of the Association and all his life a lover of sports and their ennobling virtues. The competition is open to company teams, composed of executives or employees who are first-rate players.

Owing to the short time available for preparation, only six teams competed in 1941, with the Electric Boat Company of New London winning the attractive silver bowl. The tournament was held at the Yale Golf Course in New Haven. In presenting the trophy John R. Demarest, president of the Wilson H. Lee Company of Orange, said appropriately: "It is my hope that you men on the winning team this year and those who are fortunate enough to win this handsome memorial trophy in years to come, may exemplify the faith in Connecticut industry and its people, the leadership among men, the good sportsmanship and the love of life in the same full measure as did E. Kent Hubbard. . . ."

The ten-man winning team posted a total of 842. Finishing second and third respectively were Pratt & Whitney Division of Niles-Bement-Pond,

West Hartford, and Winchester Repeating Arms, New Haven. Approximately 125 golfers took part, with Frank Paul of American Brass, Waterbury, scoring a 75 to take the first low gross prize of a pistol, awarded by the High Standard Company of New Haven.

This year the Tournament Committee is laying plans for a much larger participation, and companies were notified of the date and place as early as June 18. Winner of the Hubbard bowl is entitled to hold it for one year; a replica is also awarded to be held permanently. In addition, there are individual prizes for members of the two top teams and for low gross and net scores.

Each company is expected to place a ten-man team in the field, although if the number of participants becomes too great, the size will be cut in half. Companies unable to meet this requirement may enter a special division. There will also be a special class for employee professional golfers.

Entry fee per man is \$3.00, covering food and beer. Any surplus will be handed over to the Red Cross. Checks should be sent to R. F. Berry, Manufacturers Association of Connecticut, 436 Capitol Ave., Hartford; and entries go to Howard Humiston, Winchester Repeating Arms Company, New Haven. The latter must be in by July 20.

Members of the general committee, chairmen of the sub-committees and

honorary committee members follow:

#### General Tournament Committee

William Farnham, General Chairman (High Standard, New Haven); John E. Lind, Secretary (Winchester Repeating Arms, New Haven); R. F. Berry, Treasurer (Manufacturers Association of Connecticut); Joseph Allen (Electric Boat, Groton); Howard Humiston (Winchester Repeating Arms, New Haven); Eugene Merritt (Electric Boat, Groton); Leslie M. Bingham (Manufacturers Association of Connecticut).

#### Chairmen of Sub-Committees

William Farnham, *Rules and Eligibility*; Eugene Merritt, *Arrangements*; Leslie Bingham, *Publicity*; Howard Humiston, *Entries*; Eugene Merritt, *Course Selection*; Howard Humiston, *Prize and Badge*; C. L. Eyanson, executive director, MAC, *Presentation*.

#### Honorary Committee

Members of the honorary committee are: C. L. Campbell, President, Connecticut Light & Power Company, Hartford; H. D. Fairweather, Vice President, Colt's Patent Fire Arms Mfg. Co., Hartford; Roy C. Wilcox, Executive Vice President, International Silver Company, Meriden; Ralph E. Day, former President, Bridgeport Brass Company; George S. Hawley, President, Bridgeport Gas Light Company; Clayton R. Burt, President, Pratt & Whitney Division,

(Continued on page 39)

# THE INSIDE STORY OF A MODERN FOUNDRY

THIS IS an interesting account of how a 77-year-old Connecticut concern—the Malleable Iron Fittings Company of Branford—set an entirely new standard for orderliness and healthful conditions in foundry practice. Through plant modernization and the installation of electrically operated trucks, hoists and conveyor systems this Company has succeeded in eliminating the dirt and drudgery usually associated with foundry work. As a result, Malleable Iron Fittings finds itself in a stronger-than-ever position both with respect to the trade it serves and with its employees.

THE common conception of a foundry worker, acquired through ages and by reason of the nature of his job, is a robust individual with a smeared face and grimy clothes, who is constituted to endure the heaviest, hottest, and most disagreeable of factory tasks. With America's ever improving standard of living and its natural effect upon a workman's pride in his occupational station in life, how long is it going to be possible to interest men—skilled and unskilled—in foundry work which exacts from them back-breaking duties in dirty surroundings?

This is the question that the management of the Malleable Iron Fittings Company has given serious thought to for many a day, and which inspired and materialized a broad program of plant improvement, going far beyond the point of merely mechanizing equipment to meet the demands of production.

Cleanliness was the first consideration in the program. That the worker should be forever rid of dusty and smoky atmospheres went without saying, because of the demands of health; but that every consideration be given to his personal comfort was something new in a foundry, and something to be profoundly appreciated. The first step in the program, taken some years ago, was therefore the installation of modern, air-conditioned locker rooms with shower baths. A caretaker, dressed in white, handing out a clean bath towel, was good news to the molder who had finished his eight hours of work—and so were the clothes dryers, and lockers which enabled him to return home clean and dressed in a respectable manner. The next consideration was to eliminate the drudgery from the work itself. Why, for instance in this modern age, should molten iron be carried by human strength, when mono-rails can bear the

weight, and the operation of pouring molds be performed more efficiently with the proverbial simple twist of the wrist? Why charge the melting furnace or carry heavy molds with back muscles, when electric scale-trucks, hoists, or conveyors can perform the same work smoothly and tirelessly? Other operations such as shaking out hot castings from their molds, moving the sand for reconditioning, cleaning and breaking off the castings from their gates, packing the product in the annealing ovens, and many more familiar and necessary operations in a malleable foundry and all usually accomplished by the use of labor of the most distasteful kind,—these now have undergone a process of refinement that revolutionizes all former conceptions of what a foundry worker is or has to be. Men no longer have to possess bull strength and endurance to be qualified for foundry work, for the grunts have been removed from the tasks, and the products,—malleable iron pipe fittings and jobbing castings,—now move along the conveyor lines with magical facility.

Little-known outside its home town of Branford and the trade which it serves, the Malleable Iron Fittings Company is nonetheless a major factor in its field, and, if modern foundry equipment and up-to-date labor policies have anything to do with it, promises to remain in that position. And this new mechanized set-up is directly in harmony with a long established policy of this 77 year-old organization, which has grown healthily by modernizing under three generations of the family management. The concern is Branford's largest industry, employing some eight hundred hands, and is the largest malleable foundry in New England. Thorvald F. Hammer is now President and Gen-



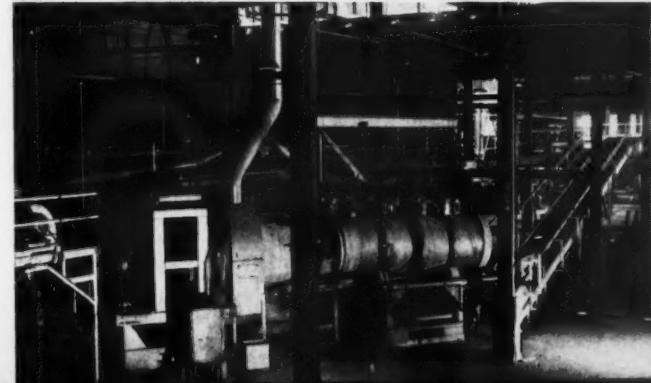
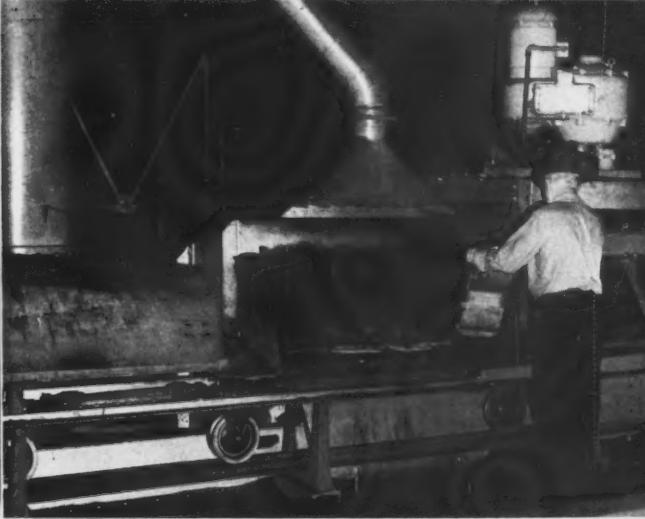
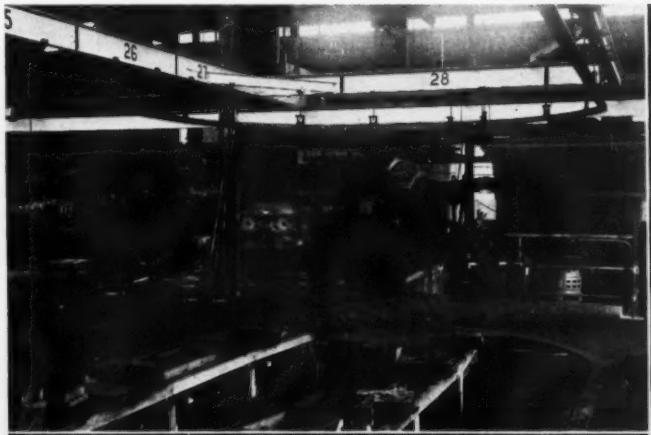
Modern shower and locker rooms at Malleable Iron Fittings are a boon to foundry workers who can now come home clean and refreshed after a day's work.

eral Manager, having succeeded his father as head of the Company in 1935. His early training was spent in the study of factory methods and cost relations, which, when combined with his engineering training acquired at the Yale Sheffield Scientific School, equipped him admirably for his present position.

The melting operations are accomplished by what is known as a duplexing process, which consists of melting the composition of pig iron, steel scrap,

(Continued on page 23)

THIS SERIES of photographs depicts the major operations at the Malleable Iron Fitting's foundry. (Upper left) Metal is melted in the cupolas shown in the background, then refined and superheated in the 16-ton furnace fired by a pulverized coal burner at right. (Upper right) The molders' stations, showing the cars of the mold conveyors on either side. (Center left) The metal is poured into the molds on the conveyor cars by ladles suspended on overhead mono-rails relieving the pourers of any burden. (Center right) The molds are tipped off into a chute and onto an under-ground apron conveyor which takes castings and sand to a central shake-out. Note the air duct above the hood which takes all the dust and steam. (Lower left) The cleaning barrel through which castings and gates pass for a thorough scouring in boiling water and metal stars. (Lower right) Castings are conveyed from the foundry to the inspection room on a belt.



# SAFETY FIRST

By WALTER S. PAYNE, Manager, Engineering and Inspection Dept.,  
Ætna Life Affiliated Companies

GONE IS THE DAY when responsible citizenry, business or labor, look upon accident prevention efforts in the home, on the highway, or in industry as an altruistic favor to any man—it is simple justice. Viewed from the economic side, especially as it applies to the elimination of waste in industry during this emergency period, safety spells conservation of our nation's greatest asset—the mental and physical power of her people. The watchword of our nation and the nations of the world, is today, more than ever, CONSERVATION. The safety movement, though slowly, is persistently upbuilding in the broadest sense, and should be classed as one of our most conserving and worthy endeavors.

**T**HREE was a time when safety was considered a humanitarian fad, but that day has passed. Safety is no longer considered a noble experiment by industrial executives. Those who have inaugurated and persistently followed a plan to reduce accident frequency and severity in their plants on the same basis as their production methods have proved conclusively that it is good business. The alert industrialist no longer measures the value of this work in terms of damages, lessened insurance cost or compensation saved. Though these costs may run countrywide into thousands of dollars, they are incomparable from the economic point of view with the lost time of injured men, waste of material, property damage, lessened production, loss of time of superintendent, foremen and other employees, the training of new men and the lessening of morale, all of which are the direct results of our major accidents.

The economic value of safety work is a tangible sort of thing that can be actually measured and put into operation as one places in motion any industrial plan of economy and production. Industrial experiences are in evidence in new enterprising plants throughout the country. There are splendid examples of industrial plants making heavy materials that have gone a number of years without a lost time accident. In these cases, management believes that production and safety go hand in hand and it has the complete cooperation of the foremen and workers who have realized what this endeavor to conserve human life actually means to them and to the folk at home.

Another costly feature resulting from accidents is found in the part which they play in the turnover of labor, the opposite expression of a stable working force. Every executive is



aware of the expense resulting from this turnover and how important it is for the general efficiency of his plant to keep his working force intact as much as possible, especially during this period of emergency. Any efficient industrial plant needs the influence which lessens the number of injured men, reduces labor turnover and promotes better relationship between employer and employee.

Supplementing the industrial side of this question, there is a phase of accident prevention work which should interest every citizen—namely, his personal relation to public safety. The broad scientific lines which now underlie the safety movement in industrial plants have not yet penetrated the public field. The public is just beginning to catch a glimpse of what safety may mean to the city, the state and the nation which undertakes whole-heartedly a public safety program. The cause is just beginning to attract that public attention which must precede any effort to solve a problem of such wide range with so many complications.

While we have decreased the number of industrial accidents in many plants, and although the railroad accidents have been greatly diminished, the automobile hazard with its fatalities, on the other hand, has been consistently and rapidly increasing. There are a number of cases where industry, especially during this period of emer-

gency, has been deprived of that assistance to meet the present day production demands because twice the number of workmen in a given plant have been injured on the highway than have been injured in the plant.

It is hardly an exaggeration when we say the automobile potentially is the most dangerous weapon to which man is normally exposed. Last year alone we killed approximately 40,000 persons on the highways through the use of the automobile. Even with this terrible toll of human life, we could not eliminate this useful machine from society; but we can apply these same scientific methods of cooperation to this problem that have been worked out so effectively in other fields of accident prevention endeavor.

The only solution of the problem is to enlist citizenry individually and collectively in accident prevention work. This mass interest in safety can only be awakened by the education of our citizens to the highly important place which the accident prevention movement should play in their daily lives.

You have a right to raise the question as to what part we can all really play in this conservation of human life. Any real moving picture of animal or even human life would be sadly wanting if it did not visualize the important part which the daily transportation of ourselves or our belongings play in the molding of our habits and the successes and failures of every American family. It has been said: "As soon as that restless animal, man, and his still more restless mate were placed on this earth, they started moving things about, and they have been at it ever since".

Man has not organized his acts as skillfully as his early forerunner, the monkey, or he would be enduring less suffering and living a longer life.

How serious is the question of conservation during the present emergency? Do you know that a billion and a half man hours were lost last year through accident? I can best emphasize the importance of attention to accident prevention work in the face of our defense needs by directing your attention to the words of Secretary of the Navy Knox in his talk before the National Safety Congress recently held

(Continued on page 21)

# NEWS FORUM

## Calendar

**PREPARING FOR PEACE** was the theme of the New Haven Conference Toward Total Victory held last month at the YWCA. A similar conference was also held in Hartford at the Hartford Seminary Foundation. Fifteen organizations, representing political, religious, business and professional associations, particularly of women, sponsored the affairs. Discussion centered around such topics as "Why Must Peace Be Planned For Now?" and "The Need for Permanent World Organization".

Speakers included Dr. James R. Angell, president emeritus of Yale University; State Senator Alfred M. Bingham, editor of Common Sense; President Alfred C. Fuller of the State Manufacturers Association; Dr. Hans Kohn, professor of history at Smith College; Count Carlo Sforza, former foreign minister of Italy; Nathan Sherman, editor of the Union Times; Joseph M. Tone, labor consultant, U. S. Department of Labor; Mrs. Chase Going Woodhouse, secretary of Connecticut; and J. A. Zellers, vice-president of Remington Rand.

## Comment

**WALTER D. FULLER**, president of Curtis Publishing Company and chairman of the board of the NAM, warned 400 Pennsylvania bankers that unless

democracy, liberty and free enterprise provided security and happiness for the people of this country, those principles might be abandoned after the war.

"One thing is certain," Mr. Fuller said. "The people of this country are fighting for a better world in which to live . . . they are determined to have this better world of greater security one way or another. . . . We can point to past accomplishments of free enterprise until hell freezes over, but people are concerned about the future—not the past."

★ ★ ★

A NEW ERA of mechanical wonders in the years to follow present war developments in manufacturing and engineering was visualized by Frank W. Curtis, president of the American Society of Tool Engineers, in addressing the third annual meeting of the Hartford Chapter at the Hartford Club.

"The automobile industry will use new techniques, new designs, new metals and plastics to produce a car that will burn an entirely new type of high octane 'gas' after the war," Mr. Curtis said. "Airplane travel will rival highway travel in popularity and 300,000 army trained pilots will tie the world into a network of air lines carrying freight as well as passengers and mail."

★ ★ ★

AT THE annual meeting of the Hartford Chamber of Commerce, Eugene

E. Wilson, president of United Aircraft Corporation, envisioned probable post war conditions as New England's opportunity to reestablish industrial leadership, and told more than 250 members and guests that this consumption must depend in part upon a "security for the individual based upon salary incentives for initiative." Mr. Wilson outlined briefly the history of United Aircraft and pointed out that the airplane must have a "profound influence in the war and also in the peace." He announced that more than 10 large companies throughout the country have now joined United Aircraft to make the largest "production team" in all history.

★ ★ ★

**TED V. RODGERS**, president of American Trucking Association, warned the motor transportation industry recently to be on guard against a "ruthless attempt to put motor carriers out of business." He told western New York trucking executives that competing transportation agencies were using the rubber shortage as a basis for a whispering campaign "designed to convince shippers that truck operations have been curtailed to the point where motor carriers no longer are able to render satisfactory service."

Mr. Rodgers emphasized that truck operators have been given preference on tires, gasoline and replacement parts necessary to keep in operation and said that trucks now transport 18% of all freight.

## HAVE YOU A PACKAGING PROBLEM?

. . . A problem that has been complicated in any way by present conditions?

Maybe a NEW IDEA built into a folding paper box is what you need.

We'll gladly put our time against yours in helping to find the answer.

ROBERTSON  
PAPER BOX COMPANY  
MONTVILLE, CONN.  
NEW YORK OFFICE  
420 Lexington  
Avenue

## New Horizons

Hidden forces are emerging under the stress of the war emergency as new materials, machinery and methods are developed to meet the unrelenting drive of our enemies.

Adversity works to bring out reserves of power and strength which peace time occupations never disturb.

No man can predict when America shall triumph—but in the meantime new ideas are being brought to the surface that will pay rich rewards to industry — alloys that are stronger, tougher and lighter—machines that are faster and more efficient—better products for better living.

Startlingly new developments await the time when men once more turn to peace time pursuits. Man is tapping sources of power that only the scientist and technician dreamed possible.

We are passing through fire but great things lie ahead!

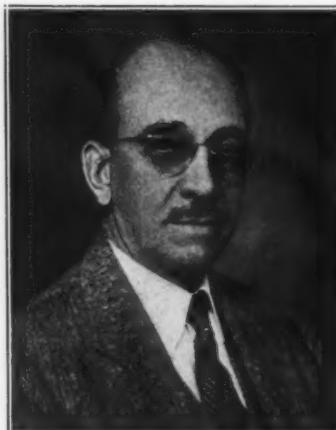


**PUBLISHER** Frank Gannett declared before the 43rd annual meeting of more than 400 members and guests of the Connecticut Chamber of Commerce at Hotel Bond in Hartford that, "This war is the greatest challenge we have ever faced."

"Unless we win, all is lost," Mr. Gannett said. "Our great nation is fighting for its very existence, for survival. On the outcome of this war depends the fate of civilization."

### Died

**WILLIAM H. SPENCER**, 66, export manager of Sargent and Company, New Haven, and prominent member of the Association's Foreign Trade Committee since its organization in 1928, died recently at Shore Road Hospital, Brooklyn, after a short illness.



Born in San Mateo, Florida, Mr. Spencer became assistant to the export manager of Sargent and Company 38 years ago, and traveled to many parts of the world. In 1914-21 he headed his own offices in Buenos Aires, Argentina; Sao Paulo, Brazil; and Santiago, Chile, acting as sales representative. From 1921 till his death he was export manager.

### Health

**EMPLOYEES** who leave for military service, and who have enrolled themselves and their families in the non-profit Connecticut Plan For Hospital Care, the White Cross, may take advantage of Plan rules protecting their membership while away.

A single man may suspend his membership, and reinstate it without loss of any privileges within sixty (60) days after his discharge from service. A married man who has enrolled his wife may suspend his own coverage, and protect his wife at the individual rate while he is absent. If he has children enrolled he may continue to cover them as well.

A married woman not yet enrolled, whose husband is in service, may join whenever a new group is formed without including her husband. If an employee's wife leaves for nursing or other military service, he may suspend her membership for the period of her service.

### Honored

**REAR ADMIRAL F. A. Daubin**, commander of the Atlantic Submarine Fleet, lauded the work of Electric Boat Company employees, Groton, during the launching of the submarine Gurnard. Praising the submarine workers as holders of one of the most important jobs on the home front, Admiral Daubin said the latest compilation of damage done by American built and manned submarines up to that time showed a total of "44 enemy ships sunk, 13 more probably sunk and 12 damaged."

★ ★ ★

**KENNETH P. APPLEGATE**, general manager of Hartford Electric Light, completed his 30th year of service with the company last month, and his associates marked the occasion with gifts and flowers. He joined the company in 1912 upon graduation from Rensselaer Polytechnic Institute. He first served in an engineering capacity and was later called on to organize and direct the company's original purchasing department. In 1929 he was advanced to his present position of general manager.

### Industrial Relations

**WILLIAM SCHOLLHORN** Company of New Haven announced a fund for the benefit of employees who retire at 65 after having served with the company for a certain number of years. This fund, according to Arthur R. Heise, general manager, has been set up solely for the benefit of Schollhorn employees. A considerable sum has been paid into the fund by the

company. All employees who were 56 years of age or older when the Plan was initiated will be retired ten years after the date of coverage or the December 1st nearest the employee's 75th birthday.

### Labor

AT A MEETING in the Hartford County Building a proposal that manpower of prisons and jails be utilized to aid the war effort was generally discouraged. Sheriff Edward Platt of Bridgeport stated that such a system would be like the old chain gang. Pointing out that two-thirds of the population of the county jail are "unfortunate", he stated: "What we need is a better probation system to bring back the individual that has gone wrong." Several others voiced their objections, among them Charles L. Eyanson, executive director of the Manufacturers Association of Connecticut, who said there would be a "great many legal problems" to such a plan.

### Legislation

A SUPREME COURT ruling has broadened the definition of interstate commerce to bring within the scope of the Wage and Hour Law employees of buildings in which companies doing an interstate business have their offices. This includes elevator operators, engineers, porters and similar employees.

### Personnel

WILLIAM H. HART, president of Hart and Cooley and Tuttle & Bailey of New Britain, and a director of the New Britain Trust Company, has announced that he will retire shortly. He will move following the summer vacation to a farm in St. Mary's City, Maryland.

★ ★ ★

CHARLES H. COLVIN, director of the School of Aeronautics of New York and a recognized authority on aeroplane instruments, has been elected a director of Gray Manufacturing of Hartford. Mr. Colvin received his M.E. degree at Stevens Institute of Technology, then entered the aircraft field with the Curtiss Airplane & Motor

Company. During five years with Sperry Gyroscope he developed numerous patents, resigning to become president of Pioneer Instrument. He established the Colvin Laboratories at Elmhurst, L. I. in 1932 and then became general manager of the Kollsman Instrument Company. Subsequently he became special assistant to the chief of the Weather Bureau at Washington. Mr. Colvin continues with the bureau in an advisory capacity and is also co-ordinator of research of the College of

Engineering, New York University. He is a director of Fairchild Aviation.

★ ★ ★

MAJESTIC AIRCRAFT, Division of Majestic Metal Specialties, Moosup announces the employment of Mr. Edward Stephen Brett as Aircraft Manager. Mr. Brett, who will help organize the Company's newest division, assumes his duties with a broad background of experience gained in many parts of the world. During World War

**DOUBLE YOUR MACHINE TOOL PRODUCTION**  
With this Small Piece  
of METAL



## How KENNAMETAL\* can help you contribute to the WAR EFFORT

Machine tools such as engine lathes, boring mills and turret lathes often produce twice as much work per day when equipped with KENNAMETAL tools. KENNAMETAL machines steels up to 550 Brinell hardness at speeds 2 to 6 times as great as those possible with high speed steel. It removes 3 to 10 times more metal between regrinds and often saves additional time by roughing and finishing in one cut.

Be sure you get everything possible from every machine in your plant. KENNAMETAL can be installed quickly on old or new machines . . . and if you are now using high speed steel tools, KENNAMETAL can double your output of steel parts.

\* INVENTED AND MANUFACTURED IN U. S. A.

Connecticut representative: R. S. Hudgins, Jr.  
965 Farmington Avenue, West Hartford, Conn.



He was in the R. N. A. F. flying service and during the next dozen years did aeronautical work in Greece, Turkey, Russia, West Africa, India and Bermuda. From 1930 to 1939 he held positions with Pratt & Whitney, Chance-Vought, Consolidated Aircraft, and Douglass Aircraft. Lately, Mr. Brett has organized aircraft factories in Canada turning out war planes.

★ ★ ★

**BRISTOL TRACTION COMPANY**, Bristol, has elected two new directors, Roger E. Gay, vice-president of Bristol Brass and president of the Bristol Chamber of Commerce, and Harry C. Olmstead, Bristol realtor, secretary and treasurer of Peck, Barnard and Olmstead, Inc., and a former president of the Chamber of Commerce.

★ ★ ★

**MAJOR LEONARD J. MALONEY**, director of the U. S. Employment Service for Connecticut, has been transferred by Federal authorities to Washington where he started work last month as executive officer, Manpower Section, U. S. War Department. Major Maloney has been connected with Connecticut employment services for the past 10 years. In 1932 he was made placement representative for the U. S. Employment Service, and two years later was appointed director of the national employment service.

When the Connecticut State Employment Service was set up, Major Maloney was named assistant, and in 1937, one year later, director. This is

the post which he has held since that time. In January, the Connecticut State Service, along with other state employment services throughout the country, was federalized.

Mr. Maloney was recently appointed to the rank of Colonel in the Connecticut State Guard and assigned to the Governor's staff.

★ ★ ★

**BOARD of Directors of the Hartford Chamber of Commerce** re-elected Lester E. Shippee as president at their annual meeting. Henry L. Isenberg was also re-elected vice-president in charge of retail trade, and Willard B. Rogers vice-president in charge of conventions. New Chamber vice-presidents elected include C. F. Coates, in charge of finance; E. J. Arbour, in charge of transportation; Oliver R. Beckwith, in charge of conservation; and A. C. Fuller in charge of advertising and printing crafts.

O. M. Hibler was re-elected treasurer of the Chamber; Wm. A. Dower reappointed executive vice-president; and Florence G. Farrell, secretary of the Board of Directors.

★ ★ ★

**CARL A. GRAY**, president of Grenby Manufacturing Company, has been appointed to the new England industrial advisory committee of the War Production Board. He was named along with representatives of other New England states by Walter H. Wheeler, Jr., regional director of the WPB. Mr. Gray will keep the New England regional director informed on

industrial problems which may arise throughout the state.

★ ★ ★

**WILLIAM G. ENNIS**, former assistant director of the U. S. Employment Service in Connecticut, became director June 1st, when Major Leonard J. Maloney left. Mr. Ennis' appointment came from Director John J. Corson of the U. S. Employment Service. The new director has been with this service since 1934.

★ ★ ★

**EARLE L. MILLIKEN**, state director of the WPB Contracts Distribution Branch in Connecticut, has been appointed Connecticut district manager of the WPB. In making the announcement, Walter H. Wheeler, Jr., New England regional WPB director, said that the local man will now have supervision over all WPB activities in the state, including production, priorities, compliance, conversion, conservation, critical tools and finance.

★ ★ ★

**WATERBURY CLOCK'S** new president is Joakim Lehmkuhl, a Norwegian manufacturer in the United States on a diplomatic visa. Thomas Olsen, also a Norwegian here on a diplomatic visa, was made chairman of the board of directors. Charles H. Granger, whom Mr. Lehmkuhl succeeds as president, remains with the concern as vice-chairman of the board. Directors named include Bernt Balchen, the noted aviator who flew with Admiral Richard E. Byrd and is now in the Army.



MATERIAL saved in machine-construction and assembly goes to make more machines, more armament. Help shield—CONSERVE—our production-resources by reducing weight and bulk of machine parts.

ALLEN Hollow Screws help materially. They permit the use of lighter parts with no loss of capacity to hold. They require less stock for flanges, lugs, all projections for screw fastenings.

The greater strength of Allen screws allows smaller screws to be used. Their internally-engaging hex keys require less room for wrench movement in setting-up. The keys themselves are the most metal-saving form of wrench.

These small savings—in millions of places—bulk large in the war economy and proportionately in yours.

Call on your local Allen Distributor to expedite your orders to the very utmost under present stock-shortages.



THE ALLEN MANUFACTURING COMPANY  
HARTFORD, CONNECTICUT, U.S.A.

The retiring president has been connected with Waterbury Clock for over 36 years, and his industrial ability and success have earned him the respect of many men connected with management, labor and government in the state.

★ ★ ★

**OWING TO** the tremendous expansion currently in progress throughout United Aircraft, J. M. Barr, who has been continuing his previous duties as factory manager following his appointment as assistant general manager of Vought-Sikorsky Aircraft in March, 1941, relinquished these duties last month to devote his entire energies to his new office.

In line with United Aircraft's policy of promoting within its own ranks, Vought-Sikorsky Aircraft's general manager, C. J. McCarthy, announced the appointment of assistant factory manager B. T. Taliaferro to the position of factory manager; factory superintendent John F. Hemmert to the position of assistant factory manager, and assistant factory superintendent Sydney Hexson to the position of factory superintendent. Earle F. Fay, general foreman of final assembly, was appointed assistant factory superintendent.

★ ★ ★

**AT THE** annual meeting of the Western New England Chapter of National Industrial Advertisers Association held recently, officers were elected to serve for the ensuing year. Retiring President G. M. Fletcher, advertising manager of Stanley Works, New Britain, presided. The new officers: President—H. E. Merrill, production promotion manager, General Electric, Bridgeport; 1st Vice-President—George Longeran, advertising manager, Bristol Company, Waterbury; 2nd Vice-President—Fred Emerson, advertising manager, Spartan Saw Works, Springfield, Mass.; Secretary and Treasurer—Fred Bannister, advertising manager, Fafnir Bearing, New Britain.

★ ★ ★

**KENNETH R. TUTTLE**, president of Business Editors Club of Southern New England, was elected a member of the board of governors of Industrial Editors Associations at the annual meeting in Chicago. Mr. Tuttle is the editor of the Stanley World, company publication of Stanley Works, New Britain. He was one of the organizers of the New England Club.

### Pulse

**DIRECTORS** of Connecticut Light & Power have declared a quarterly dividend of 62½¢ per share payable on the company's common stock this month. This is a reduction of 12½¢ or 16⅔% from the 75¢ which the company has paid on its common stock quarterly for many years. The company has more than 19,600 common stockholders, 10,625 of whom reside in Connecticut.

President C. L. Campbell said the reduction, while regrettable, seemed inescapable in view of pending tax legislation which, on any basis thus far suggested, will call for a large increase in taxes.

★ ★ ★

**CHESTER BOWLES**, state OPA administrator, revealed in a recent radio broadcast plans for small business clinics in Connecticut. "As soon as we can get proper organization," he said, "we plan to hold small business clinics through which we may be able to help druggists, laundry owners, grocers, furniture store proprietors and other retailers to keep their stores going on the best possible basis, and still keep in line with the regulations."

★ ★ ★

**A. R. STEVENSON**, vice-president of General Electric and an authority on research and planning in industry, addressed the Connecticut Youth Council several weeks ago on post-war employment with particular reference to youth. He discussed a plan developed by a committee of General Electric for maintaining employment in the post-war period.

### Regulation

**WPB** announced it would permit the assembly of small coal stokers from materials in manufacturers' hands on May 31, to speed the conversion of oil-burning equipment to coal. An earlier order had halted production of small stokers for domestic use. The revision permits any manufacturer to produce up to September 30.

★ ★ ★

**WPB** is taking steps to limit the volume of all types of merchandise which may be held in inventory by retailers and wholesalers. Heavy buying by some

### WOOD LOCKERS

### 3-Week Delivery

**NO PRIORITY**

★ ★ ★

### MISCELLANEOUS

### STEEL FILING EQUIPMENT

**and FURNITURE**

**NO PRIORITY**

★ ★ ★

### WOOD DESK, CHAIRS

**and FILES with steel**

**drawer bodies and suspensions**

**IN STOCK**

**NO PRIORITY**

### BARNEY'S INC.

HARTFORD, CONN.

TELEPHONE 7-8129

firms is "preventing others from obtaining merchandise in sufficient quantities to supply the needs of the communities they serve."

"Forthcoming regulations will specifically curb inventories of all types of merchandise in a way designed to assure that quantities on hand are reasonable and that equitable distribution among dealers is provided for."

★ ★ ★

**CIVIL AERONAUTICS** Board has ordered the temporary suspension of scheduled air transport services along important air lines throughout the country, because of the transfer of many commercial airplanes to the Army. Commercial service will be discontinued at 25 cities, including Albany, Niagara Falls and Utica, New York; Bridgeport and New Haven, Connecticut; Springfield, Mass.; and at various western points.

★ ★ ★

**TWO ORDERS** issued recently by Price Administrator Leon Henderson affect scores of manufacturing establishments in southern New England. The first order excluded from the gen-

eral maximum price regulation sales of armaments to the United States government and the second extended until this month the effective date of price ceilings established by the general maximum price regulation for sales and deliveries to and contracts with the War and Navy Departments.

★ ★ ★

**THE GOVERNMENT** has ordered a deep slash in production of office machinery, giving part of the industry only six months more of life, and set up a distribution system to assure that only essential users get the remaining output. The order is intended to build up a stock pile to care for all estimated government and essential business requirements "until June 30, 1944". Previous orders, which were revoked, had governed the distribution of office machinery but put no curb on production. The WPB action followed by a few hours an order prohibiting the manufacture of non-essential cutlery—pen knives, domestic carving sets, manicure items and novelties—and curtailing the manufacture of other types of cutlery, to conserve iron and steel.

★ ★ ★

**THREE HUNDRED THOUSAND** tons of copper and brass products, saved for military uses by limitation and conservation orders of the WPB, will soon be on their way to munitions factories for conversion into implements of war. Metal once intended for ash trays, door knobs and roofing will

go into rifle cartridges and artillery shells and the engines and motors of fighting ships and airplanes.

It is estimated that the 300,000 tons of metal will yield 255,000 tons of copper and approximately 45,000 tons of zinc. This is enough copper for the production of three and one-half billion rounds of armor-piercing .30 caliber rifle or machine gun ammunition, two million 75 mm. field howitzer shell casings, 33 destroyers, 28 cruisers and 2000 bombers.

### Stork

**CHARLES MERTENS**, president of Rotary File of Stratford, was the recipient of baskets of flowers and best wishes of many friends upon the occasion of the opening of his new \$100,000 plant.

A few years ago this company was a one-man industry and Mr. Mertens one of a handful of men in this country who could cut rotary files by hand. From this organization has grown a company now employing 100 hands, with Charles H. Ivers as production superintendent and James B. Speed as office manager. Mr. Mertens started operations in a cellar in Brooklyn in 1925. The depression again drove his shop into a cellar in Bridgeport, to emerge in 1940 when he started again in Stratford. All of the present employees have been taught file cutting by Mr. Mertens or by his pupils. Rotary files are used by makers of airplanes, tanks and ordnance.

### Survey

**ACCORDING** to a survey by New England Industrial Development Conference of the New England Council, the demand for factory space in New England has increased so steadily in the last 10 months that there has been a decline of 44% in the amount of industrial property for sale or lease. Chairman Ray M. Hudson reported that while much of this shrinkage was due to occupation of space by new industries connected with the war effort, a substantial amount also had been absorbed by expansion of established industries. Considerable amount of space also has been taken over for storage of raw and war materials by government agencies.

★ ★ ★

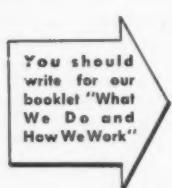
**NATIONAL** Industrial Conference Board has made a survey which shows that (1) total payrolls are the largest in history in 25 representative manufacturing industries; (2) "real" weekly earnings of workers—in effect, purchasing power—set a new record in these same industries; (3) total man hours are greater than ever before attained; (4) unemployment has dropped 850,000, pushing total number of wage earners in the U. S. to 51,613,000; and (5) conversion problem that lies ahead in the remaining months of this year is as great, if not greater, than the changes introduced in industry from Pearl Harbor to date.

## PRODUCTION RESULTS—ARE YOU GETTING THEM?

### OUR CLIENTS ARE!

They are meeting and beating their war contract schedules. This is because "something has been added". To their own capable staffs have been added the experience and ability of WORDEN ENGINEERS.

Would you like to know the results this "combination" has achieved in New England Industry?



*The* **WORDEN COMPANY**  
MANAGEMENT ENGINEERS  
STATLER BUILDING      BOSTON, MASSACHUSETTS  
*"Our 11th year of leadership"*

# CONNECTICUT AT WAR

**W. L. GILBERT** Clock Company of Winsted has overcome the scarcity of raw materials for clock cases by using paper pulp. Sample clocks shown have been enthusiastically received by the trade and equally favorable reaction is expected by the public. The Gilbert Clock Company's achievement is the first in the field, and resulted from laboratory and research work carried on for some time. Paper pulp case clocks are produced in a single clock style at the present time. They will make possible continued operation of the plant, at least until some new priority is set up.

★ ★ ★

**GOVERNOR HURLEY** has appealed for 20,000 highly skilled workers to man the state's war production industries. Municipal civil service heads and state department authorities were asked to give leaves of absence to government workers with the required skills. Mayors, selectmen, fire and police chiefs, school boards and other local and state officials are asked to interpret civil service rules in light of the present critical war needs. Governor Hurley has been advised by Major Leonard J. Maloney, former director of the U. S. Employment Service and now executive officer, Manpower Section, Division of Civilian Personnel, U. S. War Department, that there are thousands of government workers who are experienced machinists, toolmakers, die-sinkers, molders, marine electricians, engineers, designers, and other skilled workers who could replenish an exhausted supply.

★ ★ ★

**NIGHT SHIFT** war workers in the Hartford area can hang a War Worker Flag outside their homes to give notice they are trying to sleep and would appreciate some measure of quiet. Mayor Spellacy presented the idea to the Board of Aldermen, which authorized the Mayor to have a suitable flag designed and to arrange for its distribution to employees of war industries in Hartford and vicinity.

The Mayor said the flag proposal came to him from Clayton R. Burt, president of Niles-Bement-Pond Company, Pratt & Whitney Division. He suggested that the flag have a white background with Hartford's city seal

in the center in blue and the words "War Worker" at the bottom of the flag in red.

★ ★ ★

**CONNECTICUT'S** war damage insurance coverage is being studied by the special fire insurance advisory committee appointed some time ago when the broad study of fire insurance coverage was made. State property will be adequately insured, Comptroller John M. Dowe said, but the scope of it will be in accordance with the advice of the special committee.

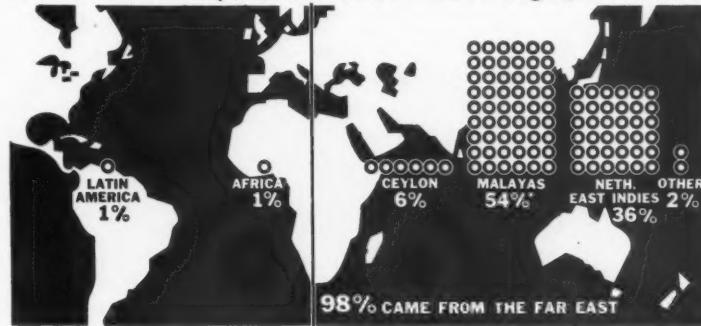
**AMERICAN BRASS** of Waterbury has built several horse sheds to accommodate animals pressed into service as a means of relieving the transportation problem. Superintendent J. F. Ackerman told city officials that three Middlebury employees have signified their intention to use horses and buggies to get to work.

★ ★ ★

**IT HAS BEEN** disclosed that less than 1,000 buses are available to transport more than 450,000 workers in Connecticut's six major war production

## This Shows Why Americans Are Having Their Driving Rationed

In 1941—the U. S. imported more than 1 MILLION long tons of RUBBER



## WORLD TOTALS for PRODUCTION of RUBBER

PRODUCED in  
Central Amer-  
ica and Africa

1910

1920

1930

1940

PRODUCED in  
the Far East

EACH TIRE EQUALS  
100,000 long tons

It's over 9,000 miles from Singapore to the tire factories of Los Angeles, and the Japs have fixed it so that the boats don't run any more. All but a few shiploads of rubber used to come from the Far East. Of the total world's supply grown in 1940 the U. S. took almost 60%. The great rubber-producing tree is the Hevea, a native of Brazil, which for years held a rubber monopoly and now turns out a discouragingly tiny amount. When the Japs took Malaya and Borneo, nearly 90% of our rubber was cut off. So, even with the utmost speed and efficiency in developing home-grown synthetic rubber, the fate of the family flivver looks dark indeed.

## ATTENTION! BADGE-USERS

Note the important advantages of the "Mastercraft" Badge-holder:

- ✓ Displays badge more prominently on any garment
- ✓ Saves wear and tear on both badge and clothing
- ✓ Easy to put on and take off
- ✓ Light, not bulky; simple construction
- ✓ Conforms to government requirements
- ✓ Eliminates employee objections to wearing badges
- ✓ Saves guard's time in checking employees
- ✓ Badge-holders tailor made to fit your type of badge

\* \* \*

The "Mastercraft" is the most widely used badge-holder in the East and is highly endorsed by many leading defense factories; also used in various government offices. Write for full details and samples.

### WINSTED MASTERCRAFT PRODUCTS

Winsted, Connecticut

centers. State Public Utilities Commissioner Joseph P. O'Connell predicts that, as the tire and gasoline shortage becomes more difficult, many workers will have to walk to their jobs because of shortage of bus transportation.

Hartford and all other Connecticut industrial cities will be zoned into districts, and public transportation facilities will be allocated according to the need of each. Recommended staggering of opening hours for industrial plants will be suggested, as well as for insurance companies, stores and schools, in order to assure transportation of war production workers.

\* \* \*

**CARDINAL METAL PRODUCTS COMPANY**, headed by Richard C. MacAdoo, Jr., of Riverside, is planning to occupy the property owned by the Wallingford Industrial Association. Business of the new firm is filling 45 mm. shells for the government. When war contracts are completed, it is expected to turn out hardware and casket fixtures.

\* \* \*

**STATE DEVELOPMENT** Commission recently announced approximately

6,000,000 square feet of factory space in Connecticut in disuse at the present time. This idle factory space may act as a "cushion" for expanding industry. The government, has forbidden erection of additional industrial buildings which cannot be completed in the next year or so. Two years ago the idle factory space in the state was about 12,000,000 square feet.

\* \* \*

**GOVERNOR HURLEY** has urged Connecticut manufacturers to keep war production contracts in Connecticut and thereby utilize the vast industrial resources of the state to the utmost. The Governor's appeal was made in an address to a special meeting of the Connecticut Production for Victory Council at the Hartford Club. He expressed the hope that all potential sub-contractors among the state's small manufacturers will avail themselves of this opportunity to do their share in the state's concerted war effort. The Council will keep information on all industrial facilities and equipment not now engaged in vital production. This list will be based on investigations being made daily by Council engineers.

\* \* \*

**THE COUNCIL** is making progress in its plans for converting Danbury hat factories into war plants. Hat manufacturers, aware of the crisis they are facing, say they are rendering every possible aid to the governor's committee, and are doing their utmost to keep as many men employed as the work will allow. Several Danbury hat plants already have commenced war work on a small scale, but this is far from enough to keep all employees busy. In most instances, however, officials have been arranging with employment services in placing workers in war industries.

\* \* \*

**SOME FABRICS** for men's work and semi-dress clothes, industrial uniforms, men's and women's sportswear, bed tickings, toweling, draperies and upholstery are reduced under the recent order of the War Production Board converting a large part of the cotton textile industry to military production. So that essentials may be made in larger quantities, materials for non-essentials on this list will be further curtailed. Sturdy work clothes for the great army of production soldiers are the ultimate

aim of the WPB. Although the order actually switches another substantial number of cotton looms from civilian to war work, it paves the way for other orders increasing the total production of cotton goods and converting more and more looms to essential civilian fabrics.

\* \* \*

**A TOTAL** of \$30,615,000,000 has been laid on the line by the Federal Government for the prosecution of the war since intensive military effort began in the middle of 1940, according to the WPB. This sum was paid out by the Treasury and Reconstruction Finance Corp. over a 23-month period beginning in July, 1940, and ending May 31, 1942.

\* \* \*

**A PANORAMA** of U. S. civilization was suggested by the WPB's list of products which can no longer use iron or steel. Arranged in alphabetical order, the articles for which precious metal cannot be used after a 90 day "tapering-off" period are as workaday as office machinery and as frivolous as cocktail shakers. Mostly they are small items—the smallest are probably phonograph needles—but in the aggregate they will save tremendous quantities of the material most needed to win the war.

\* \* \*

**AN ARTICLE** published in Scovill Manufacturing's publication, "The Bulletin", tells of a telegram sent to employees from Brigadier General James H. Doolittle, reporting that the North American Bombers they helped to build were used in the successful bombing raid he led against Japan. The telegram said: "Now it can be told officially. We bombed Tokyo in the North American Bombers you helped build. Each plane performed magnificently, racing to its objective just over the housetops, then shooting up a few hundred feet to drop its bombs. Our planes easily maneuvered the Japanese pursuit ships. Every bomb seemed to smash into its target. Flames poured from the enemy military and naval installations and one salvo made a direct hit on a new warship under construction."

We flew low enough at times to see the surprised look on the faces in Tokyo and other Japanese cities.

"Every one of the seventy-nine men on the flight joins me in praising the

B-25. The Jap planes couldn't do a thing to stop us. They never will stop us if you keep up your great work."

★ ★ ★

**WAR MANPOWER** Commission has decided on the "freezing" of essential workers in critical war industries to their present jobs, because of a severe interference with war production. U. S. Employment Service has been made the "sole hiring agency for critical skills in critical areas." A commission spokesman said the action meant that henceforth essential workers would be "unable to change from one war plant to another without approval of the U. S. Employment Service." The policy will become effective as soon as the proper directives can be drafted, "which means immediately."

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**BUREAU** of Industrial Conservation for the WPB in New Haven has set up a program which has already been responsible for moving approximately 56,411,784 pounds of scrap metal from factories throughout Connecticut, of which 12,562,357 pounds were salvaged from industrial plants in the New Haven area.

The Bureau, headed by Regional Chief Leroy P. Sawyer, has set up an operations center in New Haven for the purpose of speeding up the removal of scrap metal from industrial plants and to keep it flowing to the foundries to be melted, pounded and reshaped into vital weapons and materials of war.

★ ★ ★

**LATEST TREND** is the shift in the priorities system from a qualitative to a quantitative control, meaning that preference ratings will be granted war plants only for specific amounts of raw materials. Chief instrument in this development is the Production Requirements Plan. Its use has now been made mandatory for almost all companies using more than \$5,000 worth of critical metal in a quarter. Emphasis is thus shifted to allocation, which is based on the end use of products.

★ ★ ★

**OTHER WPB DEVELOPMENTS:** New wool for July was allocated on substantially the same basis as for the second quarter. A six months' allocation for civilian use will be started August 1. . . . The average daily

rate of war expenditures in May rose to \$148,200,000, a 10% gain over April. . . . New typewriters being produced are earmarked chiefly for military needs. This action has brought used typewriters into demand, and OPA has placed a ceiling over their sale and rental.

★ ★ ★

**DONALD NELSON** feels officially that war plants should give their workers vacations providing certain conditions are met. Based on experience here and abroad, the WPB policy recognizes that employees working at a wartime pitch cannot keep up long hours and peak output without some relaxation and rest.

It is expected that a rest period this year will prove doubly effective in the restoration of workers' energy and determination. But each plant is urged to exhibit ingenuity in securing the vacation benefits without paying a compensating cost in lost production hours. This can be done in several ways: (1) by doing work ahead; (2) by further overtime of workers not on vacation; (3) by a special program of training substitutes; and (4) by spreading the vacations over the whole year.

Director Joseph M. Eastman of the Office of Defense Transportation recommends that vacations be started and ended in the mid-week, thus avoiding week-end congestion of reduced travel facilities.

### SAFETY FIRST

(Continued from page 12)

in Chicago: "The billion and a half man-hours lost last year through work accidents were sufficient to build 45 battleships, 375 destroyers, 450 submarines, 195,000 light tanks, 12,500 trainer planes, 75,000 fighter planes, 30,000 medium bombers or 15,000 heavy bombers. And those hours were not just unused. They were lost. They are a part of eternity."

The business executive who takes a real interest in safety work not only reduces his insurance costs, property loss and labor turn-over, but aids greatly in increasing production by conserving life, limb and health—all of which are vital to any country fighting to retain its liberty.

We specialize in . . .

**GROUND THREADS**

**GROUND GEAR TEETH**

**GROUND SPLINES**

**GROUND CAMS**

**BROACHING**

For full details write:

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# EXPORT NEWS

By W. ADAM JOHNSON, Manager, Foreign Trade Dept., and Manager, Hartford Cooperative Office, Bureau of Foreign and Domestic Commerce

**MAY FOREIGN TRADE MEETING.** Mr. Paul E. Sammon of New York City, a Far East manufacturers' representative, and Mr. Harold P. Smith, Regional Manager, U. S. Department of Commerce, Boston, were the speakers at the May 28th meeting of the Association's Foreign Trade Committee in New Haven.

Mr. Sammon gave a most interesting account of his recent return from China and his trip over the Burma Road.

Mr. Smith reported on the activities of the Boston Regional Office of the U. S. Department of Commerce.

Guests attending this meeting held at the Quinnipiac Club were: Messrs. Charles Mosher and R. W. Powers, The Alsop Engineering Co., Milldale; A. Bordes, Export Manager, The Bassick Corp., Bridgeport; W. M. Thompson, Export Manager, Winchester Repeating Arms Company, New Haven; Edmund Rodriguez, Peck, Stow & Wilcox Co., Southington; E. G. Sammann, Vice President, Mayhew Steel Products Inc., Shelburne Falls, Massachusetts; H. Wyatt, Traffic Manager, Landers, Frary and Clark Company, New Britain; H. D. Rolph, The Yale and Towne Mfg. Company, New York; V. R. Ball, Sales Manager, The Yale and Towne Mfg. Company, Stamford; F. R. Youd, Traffic Manager, The Acme Shear Company, Bridgeport; W. G. Oliver, Export Manager, Eaton Paper Corporation, Pittsfield, Massachusetts; B. I. Ashmun, President and H. S. Ashmun, Vice President, The Armstrong Manufacturing Company, Bridgeport; Miss H. M. Powers, Miss M. Rollince, Miss H. McRoberts and Miss Powers, Waterbury Lock and Specialty Company, Milford.

Some of the subjects of interest discussed were export procedures, parcel post shipments, Australian taxation, available shipping space to Latin Amer-

ica, blanket priority application and the new O. D. T. order on block and unit permits for all shipments.

★ ★ \*

**IN A TALK** given before the World Trade luncheon in New York on May 18th, Mr. James A. Farrell so clearly stated the need for closer cooperation through foreign trade if a better post-war world is to be realized, that it is reproduced here.

"The observance of National Foreign Trade Week and of Maritime Day may seem to some thoughtless minds a work of supererogation, seeing that trade and shipping are now so completely subordinate to our military needs.

"To practical minds that look ahead beyond the smoke of battle, the fact that this is a revolutionary war necessitates study and investigation of wartime trends that have the tendency to alter fundamentally the future channels of international commerce, and to compel a new orientation of thought in accord with the inevitable changes which the world conflict of ideas is bringing about.

"We meet together, therefore, to take stock of the situation in world commerce which affects so drastically the activities of those who in pre-war years were engaged in this enterprise. Our industries have been converted to the production of the implements of war. Production of civilian goods has been greatly curtailed. Our shipping has been absorbed into naval and military service, under control of the Maritime Commission, and is playing a conspicuous part in the war effort which is indispensable to ultimate victory.

"Nevertheless, we should not lightly assume that the observance of National Foreign Trade Week and Maritime Day has no message for the nation. The presence here today of the Under

Secretary of Commerce should disabuse our minds of any intention of postponing indefinitely our plans for the future, or of minimizing the importance of preserving intact the efficient mechanism of our foreign trade, which is so vital to the recovery of our oversea markets when the war ends.

"Unless we as a nation take the lead now in formulating a post-war program for giving effect to the general principles agreed upon in the Anglo-American pronouncement of February 23rd last, we need not be surprised if the proposals of other nations make it extremely difficult to reach a general accord on the practical application of those accepted principles. It is gratifying to know that our Government, in consultation with other planning bodies, is intent at present in translating the Anglo-American Agreement into working measures for the rehabilitation of international trade. Having regard to the disparities in economic development that exist between nations, the task of reaching a wise solution of all the difficulties involved must be hastened to completion before the war ends, if the world is to be spared chaotic disorder through lack of prudent foresight.

"The previous war was a war to save Europe from German domination. This is a war to free the whole world from German control of the lives and liberties of peoples in every nation. The last war was fought to determine the balance of power in Europe. This war will determine the balance of power in the world at large—a balance of power by the confederated United Nations for the redemption of all peoples from tyrannical rule.

"It is absurd to pretend that either Italy or Japan—in the event of Axis victory, now no longer conceivable—could live their lives apart from German overlordship. They are the dupes of Hitler's claim to infallible intuition and to their own dreams of conquest. Victims of Nazi assurances of military invincibility, they will live to repent the consequences of their insane folly.

"It is not enough that we should be united in opposition to Nazi ideas that are repugnant to free peoples. Within our own nation we must reach an accord not only in respect to the general principles of the Anglo-American Agreement, but by united action agree upon the form in which the Agreement can be translated into practice.

"The goal toward which we were advancing in pre-war years is that of a more uniform and steady rate of prog-

ress in international trade, by the elimination as far as possible of recurring cycles of boom and depression. Neither the mountain tops of prosperity, nor the deep valleys of depression meet the requirements of the business man. It is the average level of business activity that fortifies the individual judgment in taking a long view of business planning.

"The chief problem that confronts the post-war world is that of employment. To the solution of this intricate problem all planning must be directed. We cannot doubt the enormous possibilities that lie ahead, in aiding in world reconstruction, involving mechanical adjustments everywhere to peacetime production.

"It should not be beyond the resources of statesmanship to discover means for the raising of the standards of living and buying power in countries where these are subnormal, and thereby creating employment in a world of increased productivity and consumer demand.

"The world of free nations is rapidly moving forward to a fuller realization of the advantages of closer cooperation, after a period distinguished by failure of so many countries to fulfill their hopes of self-sufficiency. Policies based on a clear consciousness of the economic interdependence of nations alone can further the aims of those who are planning for a new and better world order.

"We march forward to the future with its expanding horizon of greater

prosperity that beckons to men of enterprise in every country, with the knowledge that whatever this future holds in store will represent in the main old truths illumined by the clearer light of a new era."

★ ★ ★

**SPEAKING ON "The Implications of the Economic War"** at the Chicago World Trade Conference, Mr. Eugene P. Thomas, President, National Foreign Trade Council advocated the holding of an Economic Conference in London of the United Nations. In the course of his remarks, Mr. Thomas said:

"American scientific research and invention, skilled workmanship and an aptitude for industrial mass production derived from our large domestic market, have given to our manufacturers a preeminent position abroad. This is likely to be challenged in a post-war world, with Europe geared to mass production, and other countries so radically changed by increased industrialization and the urge to secure a more balanced economy, through greater employment and exports.

"International agreements for prevention of unrestricted competition may have to be considered to avoid forcing on debtor countries goods in excess of their ability to pay for by their exports and services.

"America's future foreign trade—now reduced to skeleton proportions in its normal aspects—should not be

lightly jeopardized by the vague assumption that the future must take care of itself. For an indefinite period after the war, foreign trade will be rigidly controlled by the governments of all countries. Obviously, this will be necessary until the disrupted economies of nations can be adjusted to normal conditions. In this tedious process of restoration of private enterprise to its pre-war position, the need for closest cooperation between government and business will be as imperative as it has proved to be in this war.

"In this war of survival, we are fighting to gain and maintain a preponderance of economic power that will enable us to preserve in freedom our way of life. Our fight for the balance of power, however, differs fundamentally in its aims from that of the Axis Powers. We seek the power not to enslave other nations, but to free them.

"It is safe to say that when the general principles of the Anglo-American Agreement of February last come to be implemented by practical measures, the reciprocal trade agreement policy of the United States must of necessity have a leading place in any discussion of plans for the economic rehabilitation of the world.

"Unless private enterprise, however, does its own part in planning, it will be done by the Government, which would deprive business of the initiative it should seek to retain as a safeguard against prolonged post-war governmental control."

## THE INSIDE STORY OF A MODERN FOUNDRY

(Continued from page 11)

etc., in a continuously operating cupola which flows molten metal into a complimentary air furnace of sixteen tons capacity. Here the metal is refined and superheated by a pulverized coal burner. Under the strictest control of the metallurgical laboratory, the metal is analyzed every half-hour from test bars which are currently cast from the flow of metal.

The Duplexing Process assures an even 2800 degrees F. temperature, and an even analysis, as the sixteen-ton batch of iron is refined to an exact point under the pulverized coal flame.

Melting operations get under way each day at 4:30 in the morning when the cupola is lighted and the coke bed begins to shoot its iridescent flames up through the various strata of pig iron, steel and iron scrap. Timed at even intervals, an electric truck, with self-contained weighing scale and tip bucket, makes a circuit of the various storage points for material, and accumulates a composite two thousand pound charge according to designated points on the scale. The truck approaches the cupola, stops, and tips its load into an elevator bucket. With a touch of a button the ton load is lifted by a skip hoist and discharged into the cupola door, located 40 feet from the floor. The rate of charging varies of course in accordance with the production demands, but is now about

9½ tons per hour or 76 tons per day.

The production of the molds originates with 36 molders, who are stationed at machines along the mold conveyor tracks under hoppers which supply scientifically conditioned sand. As each molder can produce as many as 400 molds in a day, and as each mold has to progress through stages of being jacketed, poured, cooled, and dumped, it is easy to understand the importance played by the mold conveyors. The operation of these eight trains of 18 cars each, which traverse the two 670 foot elliptical tracks, is fascinating to say the least, for the system is of the indexing type, and provides for precise stops at different points, rather than for slow continuous operations as in the case of the conventional foundry conveyor. The eight

independent electrically operated locomotives which pull the trains make the required stops as accurately as if they were governed by human hands on air brakes.

Following a train through its complete cycle, the observer first sees the train pull into the molding position. The train decreases its speed and comes to an exact stop so that a car is opposite and within arm's length of each of the sixteen molders on this conveyor line. The train pauses in this position for  $4\frac{1}{2}$  minutes and in this time each molder will place from three to five molds on his car according to the character of the job. A signal sounds, and the train moves down to the pouring station where it pauses again for  $4\frac{1}{2}$  minutes. Almost before it comes to a stop the jackets and weights are placed on the molds, and, by perfect timing, the pourer with a full 250 pound ladle of iron is ready to pour the train of molds which is directly under the mono-rail bearing the ladle. Four pourers serve each train and it is interesting to note that the same pourer pours the same molder's molds each time, and has before him a sample of the casting he is pouring; so that he may regulate the technique in flowing the metal from his ladle accordingly. The signal sounds, and the red locomotive moves forward with its load of steaming molds, and disappears into a cooling tunnel where it pauses for  $4\frac{1}{2}$  minutes. From this tunnel lead large exhaust pipes with exhaust fans

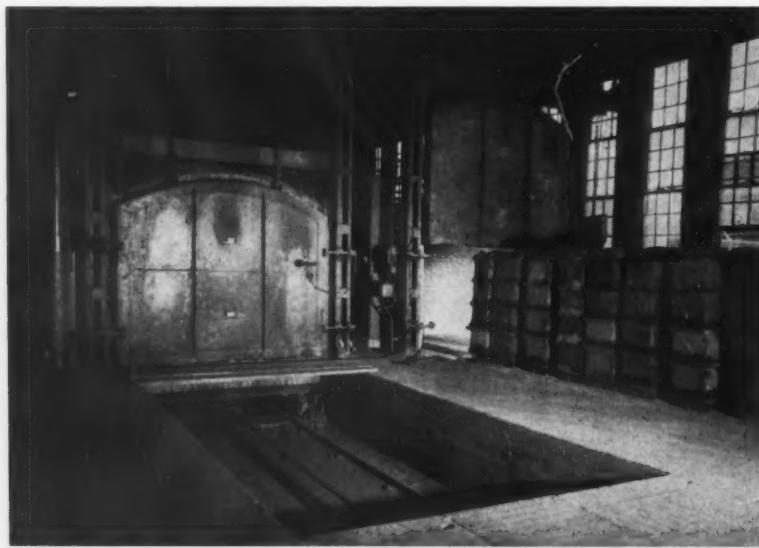
to dissipate all the smoke and steam which in an ordinary foundry would remain in the atmosphere. In the next forward movement, the train moves into the dumping zone, but here it does not come to a stop, because the cars must move slowly past a dumping point. A chain tractor therefore provides the required motion, so that one man can handily tip the molds into a chute leading to an underground steel apron conveyor, which seemingly devours the hot sand, castings and all the smoke and dust that would otherwise rise up into the foundry. The train, then free of its molds, and released by the tractor, speeds forward to complete its cycle, pulling into the molding station again, and incidentally delivering back to each molder his bottom boards for the next quota of molds.

The workings of the two mold conveyors are identical, each having a capacity of 88 trains per eight hour day. At the present time, the conveyor system produces 11,000 molds per day, and this does not include the production of the 35 molders who work on subjects either too large or too fragile to lend themselves to mechanized treatment.

Thus far, the red hot castings, still clinging to their gates, have not been separated from the sand. The underground apron conveyor now delivers its load to a shake-out screen, and the sand falls onto a belt conveyor where it is destined for a series of

reclamation treatments, while the castings and gates are vibrated onto an inclined slat conveyor leading to an immense cleaning barrel. This barrel, manufactured by the Ransohoff Company of Cincinnati, Ohio, is five feet in diameter and 38 feet in length. The main part of it consists of a slowly revolving cleaning chamber filled with boiling water and millions of tiny iron stars which give a thorough 20 minute scrubbing action to all the castings and gates passing through it, at the same time tumbling the work just violently enough to break the castings from their gates. The rotation of the barrel, which is automatically reversed at the end of the cleaning period, discharges the castings and gates at the opposite end, and at the same time, to prevent the discharge of the millions of cleaning stars, an inner chamber of the barrel receives and holds them until the action of the barrel is reversed again to receive its next load. One will see, therefore, that the cleaning operation is an intermittent one interposed within a continuous system. It is interesting to see how the engineers accomplished this feat without undue complications. The inclined conveyor which received the production from the shake-out was designed to operate at two different speeds and in conjunction with the receiving or unloading rotations of the barrel. When the barrel is rotating to receive a new load of castings, therefore, the inclined conveyor accelerates to make the required delivery. The reversal of the barrel for the unloading operation then switches the conveyor to the slower speed, but not to a stop, because the castings coming from the shake-out screen would quickly pile up to an impossible height if the conveyor did not progress slightly. At the exit end of the barrel some provision also had to be made for leveling out the batches of castings which are expelled by the barrel. Here a rotating cylinder was used with an internal helix. The cylinder receives the wet batches of castings and then slowly and evenly discharges them so they are screwed out to a continuous belt. This cylinder also acts as a rinsing container, as within it a fine spray of hot water plays onto the castings.

As the cleaning operation is entirely a wet operation, all dust hazards are obviated. The dust and sand precipitate to the bottom of the tank, and by means of a small chain conveyor scraper are ejected mechanically into a container. This sludge is then, once



Two of the 13 modern annealing ovens which have eliminated the dusty conditions once thought of as a necessary evil in malleable annealing.

a day, carried to a dump by a truck.

The castings, now advancing on the belt conveyor past a station where two men pick off the gates, are dried immediately by their own heat, and travel to the inspection department where they are sorted and inspected just forty-five minutes after they are poured. Any defect in the molding or pouring operations can therefore be corrected before the loss is very serious. The inspection department is a series of roller conveyor wells, and the castings are switched to the inspectors and weighing scale in steel tote pans.

While the continuity of the conveying systems ends at the inspector point, the operations accompanying the process of annealing have been ingeniously mechanized as a separate unit. Here again a study has been made to eliminate the dusty conditions once thought of as a necessary evil to malleable annealing. Coarse sand, pebbles, or crushed slag is generally the medium used for packing the castings in large iron containers while they are subject to 1700 degrees F. temperature, and this material undergoes a process of "fines" elimination after each four to five day cycle of annealing. Such a process takes place after the packing material is separated from the annealed castings over a vibrated screen, and by gravity is run down a spout into the next tier of annealing pots or containers. The tiers of pots themselves are lifted with ease by a specially designed electric lift truck, so that a tier of four pots high, weighing in the neighborhood of 1½ tons each when packed, is moved from the packing station to the car of the annealing kiln, and then, after the heat treatment, is moved over the shake-out screen, dumped and moved again to the packing station. The annealed castings, vibrating off the shake-out screen, are then picked up by a belt and conveyed to the battery of cleaning machines (wheelabrators), and thence to the emery wheels for the grinding of gate marks.

To comprehend the completeness of the mechanization, the system of conveyors beyond the mold conveyor loops measure more than 6/10 of a mile in length. No employees are asked to lift more than a convenient panful of castings at any point in the process, and it is safe to say that the Malleable Iron Fittings Company has set an entirely new standard for orderliness and healthful conditions in foundry practice.

Credit for engineering of this comprehensive system goes to the engineering staff of the Malleable Iron Fittings Company and the National Engineering Company of Cleveland, Ohio—the latter having executed the installation without a day's interruption in operations.

## WPD PROGRESS REPORT

(Continued from page 7)

February of the Bullard War Service Club has been of great assistance. The club is an organization of all employees who have dedicated themselves to sending kits to Bullard men now in the armed services and to assisting members of their families who might find themselves in temporary difficulties. The members finance their own activities. Letters from men in service to the War Service club have been photographed and enlarged for display about the plant and are also being printed in "Bullard Events," the new plant newspaper.

Posters from governmental and commercial sources are being used extensively—principally for their color value—and the number of poster boards has been tripled throughout the manufacturing area. The posters, obtained from Washington agencies, the Inter-Allied Information Center, the Canadian government and others, are changed weekly. Large cloth banners have also been stretched between structural columns. More than 4,000 copies have also been posted and distributed of the company's own four-color lithographs which were designed by a staff artist. Other copies were distributed to schools, banks and stores in the neighborhood.

Continuing its efforts along educational lines, Bullard has also mailed to employees a large, finely-printed and documented summary of the war outlook with a letter from the general manager affixed to its cover. The letter stressed the importance of being well-informed.

The mail campaign, directed at the families of employees as well as the men themselves, has also included a four-color broadside warning that "This isn't a private war."

The educational program has also included the use of large bulletins, printed in red, five-inch type and giving the best delivery promises on small

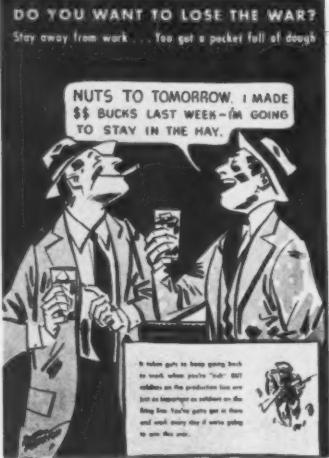
tools. Patriotic buttons, window posters and car stickers have been distributed by the thousands and an enamelled metal lapel insignia with the words "The Bullard Co.—In the Nation's Service", has been ordered for each employee to complete that phase of the campaign to date.

It had been originally planned to install large blackboards at strategic points about the factory to give the men the latest news bulletins at frequent intervals. A public address system, however, is being installed and will be used instead for these announcements. To round out the program, production figures by departments are announced to the accompaniment of cheers—or, in one case, an embarrassed silence—at dinner meetings of foremen and shop executives.

## Meriden Concern's Campaign

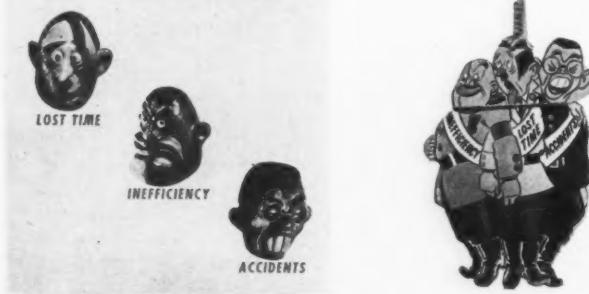
Miller-Johnson Co., Meriden advertisers and printers have planned and prepared material for a most unusual and effective War Production Drive campaign. Already successfully tried by New Departure, Division of General Motors, Meriden and R. Wallace and Sons, same city, the promotion is now available, either in its entirety or in part, to others who desire to use it. Theme of the plan is a hanging of the "Three Rats" (Hitler, representing "Lost Time", Mussolini, "Inefficiency" and Hirohito, "Accidents") New Departure and Wallace staged public hangings using life size effigies of the three dictators. Previous to the events, employees had received novel invitations to the hangings and a high degree of enthusiasm was aroused through newspaper and plant publicity channels. Parades with military bands to the gallows, drawing the caged victims through the streets, the presence of judges, juries and military personnel added to the realism of the episode.

For use following the initial hanging "stunt", which offers many variations and adaptations, Miller-Johnson offers a series of thirteen novel payroll enclosures (see illustration) and thirteen 18" x 25" posters in two colors designed by Russell Patterson, well-known artist. These posters all carry a standard caption, "Do you want to lose the war?" but the theme of each one is varied with attacks on lost time, accidents, slow downs, carousing and the other enemies of fast, efficient production. A serious message, boxed at the bottom of each poster, drives home in straight-to-the-point language the



(Above) Two of a series of War Production Drive posters in Miller-Johnson's "Hang the Rats" promotion.

## HANG THE RATS



Invitation piece and colorful cut-out placard designed for hanging throughout the plant to create interest and arouse enthusiasm.



Payroll envelope enclosures, of which there are thirteen different designs and messages, keep the drive rolling after the initial effort.

necessity for overcoming these enemies of the production front.

An interesting note running through the promotion is the fact that, in contrast to the common "hate" propaganda, directed against the unfortunate people of the Axis nations, all the bitterness is directed, as it should be, at the three rats, Hitler, Mussolini and Hirohito.

Commenting on the promotion, Donald Nelson remarked that "the layout of material . . . sent me . . . is a fine job."

### WPD Notes

According to War Production Drive Headquarters in Washington, more than 900 plants are now participating, and their joint committees represent nearly two million men and women workers. Numerous additional committees have been formed, it is known, without having reported their existence to Washington. The Middle Atlantic group of states has more WPD committees than any other section. One company, duPont, has 51 plants in 20 states now enrolled.



A handbook of services offered by Headquarters is now in preparation. Also in the works is a plan for individual recognition of the production soldier who has contributed an idea of merit to the Drive. It will be devised so as not to interfere with existing plant awards for suggestions. About ready for distribution is a loose-leaf catalogue of WPD posters.



One activity of plant committees which has been widely adopted and successful is car pooling. Ingenious methods have been worked out by many committees to enable workers to team up on getting to and from work and thus saving gasoline and rubber. A Pennsylvania concern prepared a large map showing where its employees lived. For each person driving a car a red tack with the name and number was stuck at the point where his home was located; a white tack located the residence, name and number of each worker without a car. Thus employees were able to form their own transport pools quickly and efficiently. The result was that a third of those who formerly drove empty cars to work now arrive with a full load.

# TRANSPORTATION

By N. W. FORD, *Traffic Manager*

**Uniform Sizes and Weights for Motor Vehicles.** All forty-eight states have agreed to reciprocal licensing arrangements and to the following uniform standards for trucks: permissible height, 12½ feet; width, 96 inches; length for a single vehicle, 35 feet; length for a combination vehicle, 45 feet; weight per inch width of tire, 600 pounds; weight on one axle, 18,000 pounds; weight on two axles, 30,000 pounds; weight on three axles, 40,000 pounds. In most cases these standards were put into effect by Governors' proclamations. One-third of the states had stricter requirements than the new standards.

In order to cooperate more closely with the Secretary of Commerce, Jesse Jones, and other members of the joint committee in speeding the elimination of remaining highway barriers, Frank Bane, executive director of the Council of State Governments, has removed part of his staff to Washington.

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**Tariffs of Forwarding Companies—Orders Suspended.** Because of the recent enactment of the freight forwarder bill, S. 210, which added a new Part IV to the Interstate Commerce Act, the Interstate Commerce Commission has suspended its orders of July 24, 1939 in No. MC-2200—Acme Fast Freight, Inc., et al, common carrier application, and of May 7, 1940, in Ex Parte No. MC-31, Tariffs of Forwarding Companies, which orders have been postponed from time to time to July 1, 1942.

Section 409 of this law provides that for a period of not exceeding eighteen months from the date of enactment "nothing in this act shall be construed to make it unlawful for freight forwarders and common carriers by motor vehicle subject to part II of this act to operate under joint rates or charges", as "contained in tariffs heretofore filed with the Commission."

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**Illegal Picket Lines.** Members of the International Brotherhood of Teamsters were told by their president, Daniel J. Tobin, to cross picket lines and deliver the goods, unless specially ordered not to by the international union. Mr.

Tobin, who is also a vice president of the American Federation of Labor, declared that the movement of goods is vital to the war effort and that all union members had a patriotic duty to keep deliveries flowing. Denouncing the phony organizer who gets fifty cents a head for new members and then expects the teamsters' union to "do the dirty work for them", he stated that many picket lines are nothing more than "organized rackets". As an example of the wrong attitude in refusing to cross a picket line, Mr. Tobin cited the case of a union which had only four out of twenty-five employees in a plant as members but nevertheless called a strike.

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**Class Rate Investigation.** The Interstate Commerce Commission has issued a notice that Docket No. 28300, Class Rate Investigation, 1939 and Docket No. 28310, Consolidated Freight Classification, are assigned for further hearing before Division 2 at the Hotel Claypool, Indianapolis, Indiana on September 22, 1942 at ten o'clock a. m.

The hearings will conform to the following general order or procedure: (1) Cross examination of Ford K. Edwards. The notice states that parties who desire to cross-examine should advise the Commission by September 1. In order to keep the record within proper compass, it is suggested that questions for elucidation of the testimony or exhibits be first taken up with the witness personally, or by correspondence, before advising the Commission that cross examination is desired. (2) Testimony by the respondents. (3) Testimony by shippers and public groups. (4) Testimony in the way of rebuttal.

It is the desire of the Commission that all interested parties should present their testimony and complete cross examination of witnesses produced by others at this hearing, and the Commission expects that they shall do so, in order that the record of testimony may be completed.

The only hearing that has been held was in St. Louis in July, 1941, at which members of the Commission's staff presented studies dealing with rate levels in the various territories.

**Transportation Problems Created by Conservation of Rubber.** As a medium for an exchange of ideas and experiences concerning the conservation of rubber and its effect upon the transportation of employees in industry, the Association was instrumental in the establishment of a statewide committee composed of state officials, representatives of public transportation agencies and employers, which will meet more or less regularly to formulate plans for effectuating the program.

Of interest to those cooperating in the effort to reduce the use of rubber and yet provide adequate transportation facilities for war workers is the plan that has been used by the Public Utilities Commission, as the duly appointed war transportation agency for Connecticut, in its meetings with officials from the various towns and cities throughout the state. The order of arrangement of the matters of greatest importance as listed by the Public Utilities Commission follows:

1. Ascertain the addresses of the defense workers and in what plant they work.
2. When this information is gathered project the figures or information on a map.
3. Divide the city into zones or districts, keeping in mind the information as to the number of workers in a particular district.
4. The number of districts or zones, of course, will be dependent upon the available public transportation.
5. It is proposed, when this information is all gathered, to study the situation carefully and determine the best possible means of getting these defense workers to their respective factories in the shortest possible time and by express service if such is warranted and this will depend upon the number of people in a particular district.
6. Consolidate the facilities in that district or do away with duplication of service.
7. In obtaining the information concerning the workers it is, of course, necessary to ascertain the shifts on which they go to work and leave work.
8. When all the information is gathered as above noted it will probably be necessary to stagger factory hours, also stagger the hours of mer-

cantile establishments and schools. The latter may be postponed inasmuch as the present school year has expired.

9. Form a general committee for the town or city affected and, when the town is zoned, as above set forth, have committees in those particular zones who will keep in touch with the general committee to make the plan as flexible as possible.

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**Charge for Pick-up and Delivery Service on Sundays and Holidays.** The special charge for pick-up and delivery service in the east on Sundays and holidays, under suspension in I. & S. Docket M-1964, has been withdrawn.

Hearings that were scheduled have been canceled.

It is understood that the proponents still thought they were entitled to some extra compensation for services of this character but for fear their motive might be misunderstood and they might be accused of being unpatriotic during the present emergency, they were willing to drop the proposal. It is not expected that the Eastern Motor Freight Conference will revive its proposal to establish a special charge for pick-up and delivery service on Sundays and holidays.

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**Inter-City Bus Operations Restricted.** Inter-city bus operations

were placed under war time regulations by General Order O. D. T. No. 11, effective July 1, 1942. Operators of inter-city buses are required to: (1) discontinue all limited or express service; (2) discontinue schedules which do not come up to certain efficiency standards as determined by the average load; (3) discontinue service to places of amusement; (4) pool competitive services which cover the same or closely parallel routes; (5) freeze present routes.

Under this order inter-city bus service does not include bus runs within fifteen miles of the limits of a city, nor schedules on which the average fare is 35 cents or less.

## ACCOUNTING HINTS

(Contributed by Hartford Chapter, National Association of Cost Accountants)

**PROTECTION.** Industries engaged in war production have been required to install various protective measures to prevent fire, sabotage, etc. Some of the larger concerns have organized company fire and police organizations. These measures would serve to meet the situation in the event we are subjected to those terrifying affairs of war—the air raid. We are heartened by the punishment meted out to the enemy's production centers, but we cannot be certain that some attempt will not be made to similarly reach our industries and thus impede our production for war purposes.

It is thought timely to offer the suggestion that more attention should be given to one phase of plant operation so as to reduce to a minimum the unavoidable interruption of production should plant damage be sustained. For control purposes under normal times it is often ideal to keep stock, materials and parts concentrated in one or a few places in the plant. The points in favor of this arrangement are obvious. However, these are not normal times, but dangerous and hazardous, and if materials are thus concentrated and the plant is damaged, the entire supply may be ruined and production completely halted. The lead of some of the prominent industrial concerns who are substantially distributing their ma-

terials, parts and equipment might well be followed.

While not as immediately vital as the war production program, the protection of essential records against air raid damage also merits serious thought. This phase is more properly the province of the financial executive or controller. Companies which operated on Government contracts in World War I readily remember how long afterwards such contracts were in settlement. The situation in the present period is infinitely more intricate and involved, and the calls for reports, questionnaires, etc. seem to be without end.

It is a matter of careful determination and selection as to what records should be afforded special protection, and what the measures shall consist of. This is bound to differ in most companies. Basic original records and ledgers for prior years, at least as far as they have been examined by the Internal Revenue Bureau might readily be removed to safety locations, likewise corporate records covering stockholders and directors actions. Protection of many records can take the form of having them photographed or reproduced, the copies being used for all current purposes and the originals stored in safety at another location.

Many records are duplicated at their

inception, hence, require no special treatment, but this practice could be extended to advantage as a precautionary measure. Employees' records and stockholders' ledger and transfer sheets might be included in such class.

While the question of protection of records against air raid damage has been considered primarily from the war production plant, the thought is equally applicable to other classes of industries located in vulnerable centers.

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**QUERIES:** Have you a Government contract? Can you read the written signature of the Government's representative?

Do you accept verbal changes to written contracts? It is risky—get full written coverage for any and all changes.

Has your plant been redepartmentalized to conform to the manufacturing requirements of present products and contracts?

What is your practice relative to items disputed or disallowed by Government auditors (re war contracts)? Some concerns set up such items in a separate control for subsequent disposition, thus facilitating settlements covering allowed items.

## TWI PROGRAM PROVES WORTH

(Continued from page 8)

down is followed consistently. When a new product is put into production, company leaders are brought together and shown how to do the work. As these persons watch the steps, they take notes and make breakdowns. After this process has been completed, a series of meetings is held with the same group, which are attended by the men in charge of quality. Breakdowns for each job are jointly compiled, typed, rechecked and after final approval assembled into a training manual. New employees are thus started off with uniform methods and a minimum of misunderstanding.

Another result of this firm's training efforts, which has made for better supervision and consequently better production, has been the confidence and self-esteem gained from the public speaking part of the course. Many employees have for a first time had to stand up and talk intelligently to a group. Accomplishment of this arduous task for inarticulate persons has enabled them to function as leaders in their departments.

## Hundreds in Bridgeport

Starting in May, General Electric in Bridgeport has been holding TWI institutes right and left, and early last month a total of 625 had completed either the 18-hour instructor course or the shorter session. The first courses were conducted by G. R. Fugel, G. E. supervisor of personnel and WPB panel consultant; Joseph Moody, WPB district representative; and J. J. McCarthy, G.E. supervisor of job training.

Altogether 156 job instructors were trained to give 10-hour courses to key employees who are obliged to train new, inexperienced employees in the variety of war work being done by General Electric. Trainees are already reporting concrete instances of TWI's effectiveness; in fact, their trainers have testified that in many groups examples of actual and successful application were brought in even before the course was completed. Instructors and learners alike feel strongly that the TWI program is making a substantial contribution to General Electric's war effort. And so it goes throughout the state: the government's quick, concentrated approach to job instruction is proving of definite aid in achieving the huge production goals of war plants.

- STOP WATCHES
- KODAK FILMS and PHOTO SUPPLIES
- MOVIE CAMERAS and PROJECTORS

◆◆◆  
ALL KINDS OF  
PHOTOGRAPHIC  
EQUIPMENT  
◆◆◆

## SAFETY GLASSES

To Prescription

◆◆◆  
DEVELOPING  
PRINTING  
ENLARGING

ESTAB 1890  
*The Harvey & Lewis Co.*  
GUILDCRAFT OPTICIANS  
HARTFORD, CONN.  
NEW HAVEN, CONN.  
BRIDGEPORT, CONN.  
NEW BRITAIN, CONN.



AT GENERAL ELECTRIC, Bridgeport, members of the third Job Instructor Institute watch C. R. DeReamer instruct Stella Kasper in a basic point of job instruction. Left to right:—Harold Maplesden, John Tagen, Ralph Chace, George Mullin, Jr., George Dodson, A. E. Whitehill, WPB Asst. District Representative, Robert Sheahan, John J. McCarthy, Supervisor of Job Training, B. C. Bowe, Mae Wojkowsky, Florence Freer.

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in Connecticut"**

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COMPANY**

*Established 1849*

**WATERBURY, CONN.**

**TAKING A VACATION?**

**. . . THEN CONSIDER  
CONNECTICUT!**

*(Continued from page 5)*

viewed from the seat of a bicycle instead of from behind the wheel of a speeding automobile. It is possible and easy to make up your own itinerary with the help of a State Highway map or you may become a member of the American Youth Hostel group and use the handbook and facilities of that organization. Connecticut's system of getting its roads out of the mud, which was a boon for the person in the country getting his goods to market in all seasons of the year, is a typical benefit to the cyclist. Beautiful areas of the state have been opened up for effortless cycling. Most of the cities have places where it is possible to rent bicycles or it may be possible to purchase the new Victory models during the summer, if you can prove need.

When that much-awaited vacation time comes and it has been decided where to stay, the question of what to see often arises. Of course, the natural beauties of the state will be surprising to the many who do not know their home state too well. But Connecticut offers a wide variety of things that just fit in with people's hobbies. For instance you may be interested in history.

**Historical Sites:** Connecticut has scores of museums of all sorts fitted with things that tie in with our colonial history. Whether you start with the State Library or the tiny Fyler Homestead in Windsor you will be enthralled by the rich historical significance of Connecticut's early beginnings. Scores of its old homes in all parts of the state are open for public inspection and here you may ramble through rooms in which battles of the Revolution were planned and men of note were born. Perhaps the tang of salt is strong in your veins and you must see the relics of those who went down to the sea in ships. The area from New London east is teeming with spots of marine importance. You may see whaling gear of all descriptions or go aboard the "Charles W. Morgan". You may be a genealogy enthusiast. If so the State Library, town clerk's offices and cemeteries will be your best source of information.

**Auctions and Antiques:** Perhaps you thrill to the stentorian voice of the Connecticut Yankee auctioneer, a New England institution if ever there was one. During the summer months auctions can be found some time during the week in practically all sections of the state. Or you may want to get your antiques with less effort. In that case the scores of antique shops will offer you a wide variety of glass, buttons, furniture and other bric-a-brac which is the delight of the "junk snupper".

**Art and Architecture:** The artist, using either paints, charcoal or a camera, finds much to delight the eye in all sections of the Nutmeg state. It is wise, however, if you plan to do much photography, to have some form of personal identification because the police are very much on the alert when they spot a camera in these days. Architectural fans will find all sorts of buildings to study in Connecticut from the earliest of homes to the latest factories and housing projects. Doorways alone will provide hours of enthusiastic study in Connecticut.

**Geology:** If you are an amateur geologist you may be able to aid your country during the summer in checking on sources of minerals that are strategic to the vital defense of our nation. Connecticut is rich in mineral resources.

**Hiking and Camping:** Hiking can be enjoyed over hundreds of miles of marked trails. Hiking trail maps of areas around several of the large cities in the state may be secured from the Development Commission or the Connecticut Forest and Park Association at New Haven.

For the camper there are the many State Parks and Forests as well as private camping areas where one may pitch a tent or park a trailer.

It is possible to go on most indefinitely citing things to do in Connecticut for vacations. But much of the fun of a vacation is discovering things for yourself. So why not take up an entirely new hobby this year?

Why not make your home state your hobby and discover for yourself the beauty and friendliness of Connecticut.

If you want information, however, feel free to call upon your State Development Commission, State Office Building, Hartford.

## Connecticut Hotels, Inns, and Boarding Cottages

Note: This is a partial list. Complete list may be obtained from State Development Commission, Hartford.

- Bantam, Holiday Farm, 50 rooms (A), \$4.00-\$5.00.  
Bantam, Mt. Tom Lodge, 24 capacity (E), \$3.50 up.  
Bantam, Pine Lodge, 50 capacity (A), \$3.50 up.  
Bethany, Cherry Tree Farm, 10 capacity (A), \$4.00 up.  
Bethel, Weber's Overlook Farm, 50 capacity (A), \$18.00 week.  
Bethlehem, Old Homestead Farm, (A-E), 20 capacity, \$1.00 up.  
Branford, Montasco Inn, 35 rooms (A) (S), \$3.00-\$3.50.  
Branford, Montowese House (S) 125 rooms (A), \$5.50 up.  
Branford, O-We-Ne-Go Inn (S), 40 rooms (A), on ocean, \$4.00 up.  
Branford, Sheldon, (S) 85 capacity (A), \$7.00 up.  
Branford, Waverly, 125 capacity (A), \$2.50 up.  
Brookfield, Breezy Hill, (A) 50 capacity, \$5.00 up.  
Canaan, Appletree House, 8 capacity (E), \$2.00 up.  
Canaan, Canfield Inn, 40 Rooms (E), \$1.50 up.  
Canaan, Knickerbocker Hotel, (A-E) 100 capacity \$6.00 up.  
Canaan, The Maples, (A-E) 30 capacity, \$3.00 up.  
Canaan, Twin Lakes Hotel, (A) 75 capacity, \$5.00 up.  
Canaan, The Whittlesey Place, (A) 14 capacity, \$3.50 up.  
Chaplin, The Birches, (E) 25 capacity, \$2.50 up.  
Chaplin, Gladview, (A) 12 capacity, \$2.50 up.  
Clinton, Beach Park Casino, (S) July 1-Sept. 8 (E), \$1.50-\$2.00.  
Clinton, Ferndale Lodge, (S) (E), \$1.50 up.  
Clinton, Carrie's-on-the-Sound, (E) 46 capacity.  
Clinton, Clinton Manor Inn, (A-E) 16 capacity, \$5.00 up.  
Clinton, Harbor Oaks, (A) 16 capacity, \$4.50 up.  
Clinton, Hoff House, (A) 5 capacity, \$3.00 up.  
Cobalt, Cobalt Lodge, (A) 14 capacity, \$3.50 week-end.  
Colchester, Camp Pequot, (A) 160 capacity, \$3.50 up.  
Colchester, Grand View Lodge, (A-E) 175 capacity, \$4.00 up.  
Collinsville, Valley House, 32 rooms (E), \$1.25 up, (A) \$3.00 up.  
Crescent Beach, Elms Hotel, (A) 80 capacity, \$4.00 up.  
Crescent Beach, Friendly Cottage, (A) 40 capacity, \$3.50 up.  
Crescent Beach, Sea View Manor, (A) 40 capacity, \$3.50 to \$4.50.  
Cornwall Bridge, Cornwall Bridge Inn, (A-E) 12 capacity, \$4.00 up.  
Cornwall Bridge, Laughing Water's Lodge, (A-E) 21 capacity, \$1.50 up.  
Cornwall Bridge, Tuck-Me-Inn, (A) 30 capacity, \$3.50 up.  
Derby, Clark Hotel, (E) 75 rooms, \$1.50 up.  
Derby, Riverside Inn, (A) 50 capacity, \$3.00 up.  
Eastford, Gen. Lyon Inn, (A-E) 17 capacity, \$17.50 weekly.  
East Haddam, Riverside Hotel, (A) \$4.00 up (E), \$1.50 up.  
East Hampton, The Bridgeway, (A) 60 capacity, \$4.00 up.  
East Hampton, Cave Hill Camp, (A) 125 capacity, \$3.00 up.  
East Hampton, Clearwater Lodge, 25 rooms (A), \$4.00 up.  
East Hampton, Edgemere Vacation House, 40 rooms, \$3.00 up, A-S.  
East Hampton, Hathaway Inn, (A), \$3.50 up.  
East Hampton, Heidelberg Inn, 32 capacity (A-E), \$3.50 up.  
East Hampton, Hillside Hall, (S) (A) \$3.00 up (E), \$2.00 up.  
East Hampton, Kayrock Inn, 40 rooms, \$1.50 up.  
East Hampton, Lake Pocotopaug Lodge, (A) 70 capacity, \$3.00 up.  
East Hampton, Lake View House, 50 rooms (A) (S), \$4.00 up.  
East Hampton, Sunset View, (A) 20 capacity, \$3.00 up.  
East Hampton, Wopowog Camp, (S) (A) 75 rooms June 1-Sept. 1.  
East Lyme, Colonial, (E-A) 25 capacity, \$3.00-\$4.50 up.  
Enfield, \*Enfield Inn, (A) \$2.00-\$4.00 up.  
Essex, Griswold House, 20 rooms, \$2.00-\$4.00 up.  
Falls Village, Aldrich House, (A) 11 capacity, \$2.50 up.  
Falls Village, Beautyvue, (A) 7 capacity, \$3.00 up.  
Falls Village, Breezy Heights, (A) 8 capacity, \$2.50 up.  
Falls Village, Clover Hill Farm, (A) 8 capacity, \$2.00 up.  
Falls Village, Falls View Lodge, (A) 25 capacity, \$3.00 up.  
Farmington, Elm Tree Inn, 40 rooms (E), \$2.00 up.  
Goshen, Lakeside Farm, (A) 55 capacity, \$4.00-\$5.00.  
Greenwich, Kent House, 100 rooms (A), \$8.00 up.  
Greenwich, Maples Hotel, 50 rooms (A), \$5.00 up (E) \$2.00 up.  
Greenwich, \*Pickwick Arms Hotel, 110 rooms (E), \$3.00 up.  
Groton Long Point, Farm House Inn, (A) 20 capacity, \$5.00 up.  
Guilford, Guilford Inn, 25 capacity (A), \$4.00 up.  
Guilford, Sachem's Head Hotel, (A) 65 capacity, \$5.00 up.  
Guilford, Halleck Hotel, (A) \$3.00 up (E) \$1.00 up.  
Guilford, Guilford Point House, (A) (S) June 1-Sept. 15.  
Hamden, Centerville Inn, (E) \$1.00 up.  
Hampton, Lake View Cottage, (A) 12 capacity, \$2.50 up.  
Hampton, The Conn. Yankee, (A-E) 14 capacity, \$2.50 up.  
Ivoryton, Ivoryton Inn, (A) 68 capacity, \$3.50 up.  
Kent, Bull's Bridge Inn, (A-E) 40 capacity \$3.00 up.  
Kent, Flanders Arms, (A) 10 capacity, \$5.00 up.  
Kent, Hill Crest Farm, (A) 14 capacity, \$2.50 up.  
Kent, Kent Inn, 30 rooms (A), \$3.00 up.  
Kent, Luconic Lodge, (A) 10 capacity, \$3.00 up.  
Kent, Macedonia Brook Farm, (A) 18 capacity, \$3.00 up.  
Kent, Maple Shade Inn, 10 capacity, \$2.50 up.  
Kent, Mountain View Farm House, (A) 12 capacity, \$3.00 up.  
Kent, Old Orchard, (A) 12 capacity, \$3.00 up.  
Kent, Petit Chalet Inn, (E) 30 capacity, \$4.50 up.  
Kent, The Shining Windows, (A-E) 10 capacity, \$1.50 up.  
Lakeside, Botelle House, (A) 20 capacity, \$2.50 up.  
Lakeville, Cedar Country Club, (E) 500 capacity, \$7.00 up.  
Lakeville, Farnam Tavern, (A) \$4-\$5, (E) \$2-\$5, 20 capacity.  
Lakeville, Gateway Inn, (A) 60 rooms, \$6.00-\$8.00.  
Lakeville, Interlaken Inn, (A) 55 rooms, \$6.00 up.  
Lakeville, Many Gables Guest House, (E) 7 capacity, \$1.25.  
Lakeville, Perkins Place, (A) 14 capacity, \$3.25 up.  
Lakeville, The White House, (A) 12 capacity, \$3.50 up.  
Lakeville, Wake Robin Inn, (S) (A), \$7.00 up.  
Lebanon, Grand Lake Lodge, (E) 150 capacity, \$5.00 up.  
Lime Rock, Lime Rock Lodge, (A-E) 36 capacity, \$5.00 up.  
Litchfield, Swan's Head Inn, \$2.00 up.  
Lyme, Boxwood Manor, (A) \$3.00-\$6.00 (E) \$2.00-\$5.00 (S).  
Lyme, Old Lyme Inn, (A) \$4.50 up, (E) \$2.50 up, 55 rooms.  
Madison, Dolly Madison Inn, (A) 55 capacity, \$5.00 up.  
Madison, Homestead Inn, (S) (A) May 30-Sept. 15, \$5.00 up.  
Madison, Madison Beach Hotel, (S) (A) June 15-Sept. 15, \$4.00 up.  
Madison, Shady Lawn, (A-E) 6 capacity, \$1.25 up.  
Madison, Stevens Inn, (E) \$1.50 up.  
Milford, Clifford Cottage, (A) 12 capacity, \$3.00 up.  
Milford, Elsemere Hotel, (S) 50 rooms, (A) \$4.50 up, (E) \$2.50 up.  
Milford, Willard Hotel, (S) 32 rooms, (A) \$3.75-\$4.00.  
Moodus, Banner Lodge, (A) 250 capacity, \$4.00 up.  
Moodus, Grand View Hotel, (A) 225 capacity, \$6.00 up.  
Moodus, Hill Top Farm, (A-E) 40 capacity, \$3.00 up.  
Moodus, Ted Hilton's (A) 500 capacity, \$5.00 up.  
Moodus, Maple Lawn Farm, (A) 40 capacity, \$2.50 up.  
Moodus, Stucco Cottage Resort, (A) 200 capacity, \$4.00 up.  
Moodus, Willow Manor, (E) 40 capacity, \$3.50 up.  
Mystic, Broadway House, (A) 12 capacity.  
Mystic, Lantern Hill Homestead, (A) 35 capacity, \$3.00 up.  
Mystic, Mystic Hotel.  
New Canaan, Ardsley Inn, (A) \$5.00-\$7.00 up.  
New Canaan, Melba Inn, (A) \$3.50 up (E) \$1.50 up.  
New Milford, The Carroll Inn, (E) 15 capacity, \$2.00 up.  
New Milford, Edgewood Villa, (A) 20 capacity, \$4.00 up.  
New Milford, The Twin Pines, (A) 16 capacity, \$4.00 up.  
New Milford, Wayside Inn, (A) 36 capacity, \$3.00 up.  
New Milford, Western View Farm, (A) 55 capacity, \$6.00 up.  
New Preston, Eagle Rest Inn, (A) 25 capacity, \$4.00 up.  
New Preston, Hopkins Place Hotel, (A) 27 rooms, June 15-Oct. 15.  
New Preston, Lakeview Inn, (A) 35 rooms, May 15-Oct. 15, \$5.00 up.  
New Preston, \*The Loomarwick, (A) 75 rooms, June-Sept., \$5.50 up.  
New Preston, Maple Lawn Farm Inn, (A-E) 25 capacity, \$3.50 up.  
New Preston, Pinnacle Valley Club, (A) 30 capacity, \$5.00 up.  
New Preston, The Schem, (A) 35 capacity, \$5.50 up.  
New Preston, Tinker Hill Inn, (A) 21 capacity, \$3.00 up.  
Newtown, Hawley Manor, (A-E) 28 capacity, \$1.50 up.  
Newtown, Parker House, 25 capacity (A), \$4.00-\$5.00 up.  
Newtown, Sunset Tavern, (A-E) 30 capacity, \$4.00 up.  
Niantic, Breezy Point Vacation House, 45 capacity (A-E), \$2.  
Niantic, Morton Hotel, 100 capacity (A), \$4 up (E) \$2 up.  
Niantic, Summer Rest, (A) 50 capacity, \$3.00 up.  
Norfolk, Graymont House, (A) 40 capacity, \$3.00 up.  
Norfolk, Norfolk Inn, (A) 50 rooms, \$5.00 up (E) \$2-\$3.  
Norwich, Auditorium Hotel, 30 rooms (E), \$1.50-\$2.00 up.  
Norwich, Del-Hoff, 30 rooms (E), \$1.50 up.  
Norwich, Martin House, 40 capacity, \$1.00 up.  
Norwich, Norwich Inn, 70 rooms (E), \$2.00 up.  
Norwich, Wauregan Hotel, 150 rooms (E), \$1.50-\$3.00 up.  
Old Greenwich, Crossways & Lodge, 51 rooms (A) \$5.00, May 15-Oct. 15.  
Old Greenwich, Greenwich Inn, (S) 54 rooms (A), \$5 up (E) \$2 up.  
Old Greenwich, Kathmere Inn, (S) 30 rooms (A), \$4 (E) \$3 up.  
Old Greenwich, Shoreham Club, (A) 125 capacity, \$7.00 up.  
Old Saybrook, Riversea Inn, 30 rooms (A), \$5.00 up (S).  
Old Saybrook, Shore Line Hotel, (A-E).  
Old Saybrook, \*Ye Castle Inn, (A-E) 30 capacity, \$3.00 up.

Pine Orchard, Sheldon House, 60 rooms (S), \$6.00 up.  
 Plainfield, Lawton Inn, 55 rooms (A), \$3.50 (E), \$1.50 up.  
 Pomfret, The Pomfret Inn, (A-E) 30 capacity, \$3.50 up.  
 Putnam, \*Putnam Inn, 100 rooms, \$1.50 up.  
 Quinebaug, Intervale Manor, (E) 10 capacity, \$1.25 up.  
 Ridgefield, The Elms Inn, (A) 40 rooms (S), \$4.00 up.  
 Ridgefield, Tourist Home Hotel, (A) \$4.75 up.  
 Ridgefield, \*Outpost Inn, 25 rooms.  
 Riverton, Old Riverton Inn, (S) May 2-Nov. 1, \$2.00 up.  
 Rockville, Rockville Hotel, (E) 50 rooms, \$1.25 up.  
 Salisbury, \*White Hart Inn, 30 rooms (A), \$6 (E) \$3.00 up.  
 Saybrook, \*Pease House, (A-E) 44 capacity, \$2.00 up.  
 Seymour, Brunswick Hotel, (E) 37 rooms, \$1.00 up.  
 Seymour, Riverside Inn, (bungalows), \$75.00-\$200.00 (per season).  
 Sharon, The Bartram, 30 rooms (A), \$4.50-\$8.00 up.  
 Sharon, Sharon Inn, 75 rooms (A), \$5-\$8 (E), \$2-\$6.  
 Simsbury, Pettibone Tavern, (A-E) 17 capacity.  
 Simsbury, Simsbury Manor, (E), \$2.50 up.  
 Somers, \*Olde Homestead Inn.  
 Somers, The Maples Inn & Tea Room, (E) 7 capacity, \$1.25 up.  
 Sound View, Valentine House, (A) 25 capacity, \$2.00 up.  
 So. Glastonbury, The Pines, 35 rooms (A), \$4.25-\$5.00 up.  
 Southport, Pequot Inn, (E).  
 Stafford Springs, Spring House, 50 rooms (E), \$1.50 up.  
 Stonington, Captain Jimmies Inn, (S) (A-E).  
 Stonington, Pleasant View House, (E) 15 capacity, \$2.50 up.  
 Stonington, Thos. Hardy Inn, (S) (E-A), 30 rooms, \$1.50 up.  
 Stony Creek, Indian Point House, 65 rooms, (S) (A), \$4-5, (E) \$1.50.  
 Storrs, Storrs Inn, (A-E) 11 capacity, \$1.75 up.  
 Terryville, Austin House, 26 rooms (A).  
 Thomaston, Park Street Hotel, 35 rooms (E), \$1.25 up.  
 Thompson, Vernon Stiles Hotel, (A) (S), \$4.00 up.  
 Thompsonville, Thompsonville Hotel, 25 rooms (E), \$1.00 up.  
 Tolland, Steele House, (A-E) 6 capacity, \$2.00 up.

Twin Lakes, Green Lodge, (A) 25 capacity, \$3.50 up.  
 Twin Lakes, The Idle House, (A) 70 capacity, \$22.00 up weekly.  
 Twin Lakes, Lakemont Villa, (A) 100 capacity, \$5.00 up.  
 Twin Lakes, The O'Hara's Lodge, (A) 40 capacity, \$3.00 up.  
 Twin Lakes, White Lodge, (A) 20 capacity, \$3.50 up.  
 Washington, Maplelawn, 25 capacity (E), \$2 up (A) \$4.00 up.  
 Waterford, Homenook, (S) (A), \$3.00, June 15-Sept. 15.  
 Waterford, Palmer House, (S) (A).  
 Westbrook, Belstone Inn, (S) 35 rooms (A), \$4.00 up.  
 Westbrook, Pochoung House, (S) 50 rooms (A), \$4.00 up.  
 Westbrook, The Maples, (A) 35 capacity, \$3.00 up.  
 West Cornwall, Pine Villa Lodge & Cabins, 75 capacity (A), \$3.75-\$5.  
 West Haven, Carleton Hotel.  
 West Haven, Sound View Lodge, 30 rooms (A-E), \$1.50 up.  
 West Haven, The Elm Terrace Inn, (A) 87 capacity, \$4.00 up.  
 West Haven, Pleasant View-on-Shore, (A-E) 14 capacity, \$3.00 up.  
 Weston, Cobbs Mill Inn, (E) 30 capacity, \$3.00 up.  
 Westport, Hawthorne Inn, 25 rooms, \$1.50 up.  
 Westport, Westport Inn, (A).  
 Westport, Compo Inn, (E) 30 capacity, \$2.00 up.  
 Westport, Pine Knoll, (E) 30 capacity, \$1.50 up.  
 Westport, General Putnam Inn, (E-A) 14 capacity, \$3-\$5.  
 Windham, Windham Inn, (A), \$3.00 up.  
 Windsor, Windsor Hotel, (E), \$1.00 up.  
 Woodbury, Curtis House, (E), \$1.50 up.  
 Woodmont, Elmay House, (S) (E) \$2-\$4 (A) \$4-\$6 up.  
 Woodmont, Pembroke House, 53 rooms (A), \$5.00 up.  
 Woodmont, Hotel Sanford, (A-E) 75 capacity, \$2.00 up.

#### CODE

\* Member of Connecticut Hotel Association  
 (S) Summer Hotel  
 (A) American Plan  
 (E) European Plan

## Adult Vacation Camps in Connecticut

Location	Name	Sex	Age	Director & Address	Dates Open
Branford	Lamphiers Cove	M & F	Adults	Mr. H. C. Lamphier, Branford Point, Branford, Conn.	June 1-Sept. 1
Colchester	Pequot	M & F	Adults	Mr. Milo Light, Gardner Lake, Colchester, Conn.	May 29-Sept. 15
Eastford (At Crystal Pond)	Yankee Lodge	M & F	Adults	Mrs. Madelene Erikson, 146-42 15th Ave., Whitestone, N. Y.	July 1-Sept. 1
East Haddam (Moodus)	Cave Hill	M & F	Adults	Mrs. Frank Pach, Moodus, Conn.	May 30-Oct. 12
East Haddam (Moodus)	Echo Farm	M & F	Adults	Mr. Carol Kuzaro, Moodus, Conn.	July 1-Sept. 2
East Haddam (Moodus)	Banner Lodge	M & F	Adults	Mr. Jack Banner, Moodus, Conn.	May 30-Oct. 15
East Haddam (Moodus)	Hide-A-Way	M & F	Adults	Mr. Ted Hilton, Moodus, Conn.	June 1-Oct. 1
East Haddam (Moodus)	Kalat	M & F	Adults	Mrs. Helen C. Kalat, Moodus, Conn.	June 1-Sept. 15
East Hampton	Clarkhurst	M & F	Adults	Mr. Arthur Donnellan, RFD No. 1—Box 1, East Hampton, Conn.	
East Hampton	Riveredge	M & F	Children and adults	Mrs. F. G. Schwarz, 397 High St., Middletown, Conn.	June 1-Sept. 15
East Hampton (P. O. Wopowog)	Wopowog	M & F	Adults		
Lebanon	Grand Lake Lodge	M & F	Adults	Liebman Bros., Lebanon, Conn.	
Middlebury	Sandy Beach Lodge	M & F	Adults	Mr. Richard J. Finley, Middlebury, Conn.	
Middlefield	Happy Acres	M & F	Adults	Mr. Jack Sibley, Middlefield, Conn.	
Kent	Milford	M & F	Adults	Mr. I. M. Michaels, Kent, Conn.	
Moodus	Grand View	M & F	Adults	Mr. H. Greenberg, Moodus, Conn.	
Morris	Westover	M & F	Adults	Mr. Harold Baer and Mr. George Williams, Bantam, Conn., (522 5th Ave., N.Y., N.Y.)	June 29-Sept. 1
Niantic	Summer Rest	M & F	Adults	Mr. M. Pondel, Niantic, Conn.	
Nichols	Pine Brook Club	M & F	Adults	Mr. B. E. Plotkin, Nichols, Conn.	
North Stonington (Voluntown)	Wa-Wog	M & F	Adults	Mrs. Ethel Dreitlein, 8701 Avon Rd., Jamaica, N. Y.	July 1-Sept. 7
Norwalk	Saddle Ridge	M & F	Adults	RFD No. 5, Norwich	
Old Saybrook	LaZarre Lodge	M & F	Adults	Miss Ceil O'Keefe, Green Farms Rd., Westport, Conn.	
Old Lyme	Boxwood Manor	M & F	Children and adults	Robert LaZarre, Old Saybrook, Conn.	
Portland	Noyes Senior	F	Adults	Mr. J. W. Dows, Old Lyme, Conn.	
Salisbury	The Cedars	M & F	Adults	Valeria Ladd, 1917 West Franklin Ave., Minneapolis, Minn.	June 25-Sept. 3
Waterford	Cuheca	M & F	Children and adults	Murray Heilweil, 1675 Broadway, N. Y. C.	May 30-Sept. 15
Waterford	Hunts Brook Lodge	M & F	Adults	Mrs. Henry Schacht, 22 Buckingham Rd., Brooklyn, N. Y.	July 1-Sept. 1
West Cornwall	Pine Villa Lodge and Cabins	M & F	Adults	Mr. Henry Schacht, 22 Buckingham Rd., Brooklyn, N. Y. Address: Manager	July 1-Sept. 1

# BUSINESS PATTERN

The index of business activity in Connecticut following the same United States trend, moved sideways in May and remained at the April level, 90% above normal. The United States index took the same pattern and advanced a fraction of a point.

In the key Hartford area embracing Hartford, New Britain and Bristol, the employment gain in May was at a rate little more than half that since the first of the year. In Bridgeport, another area of critical importance, the second successive monthly employment decline was reported. Corollary to the reduced rate of employment gain in the Hartford area is the fact that layoffs there in May were 44% over the average for the previous six months and for the last three months were 49% above the average for this same

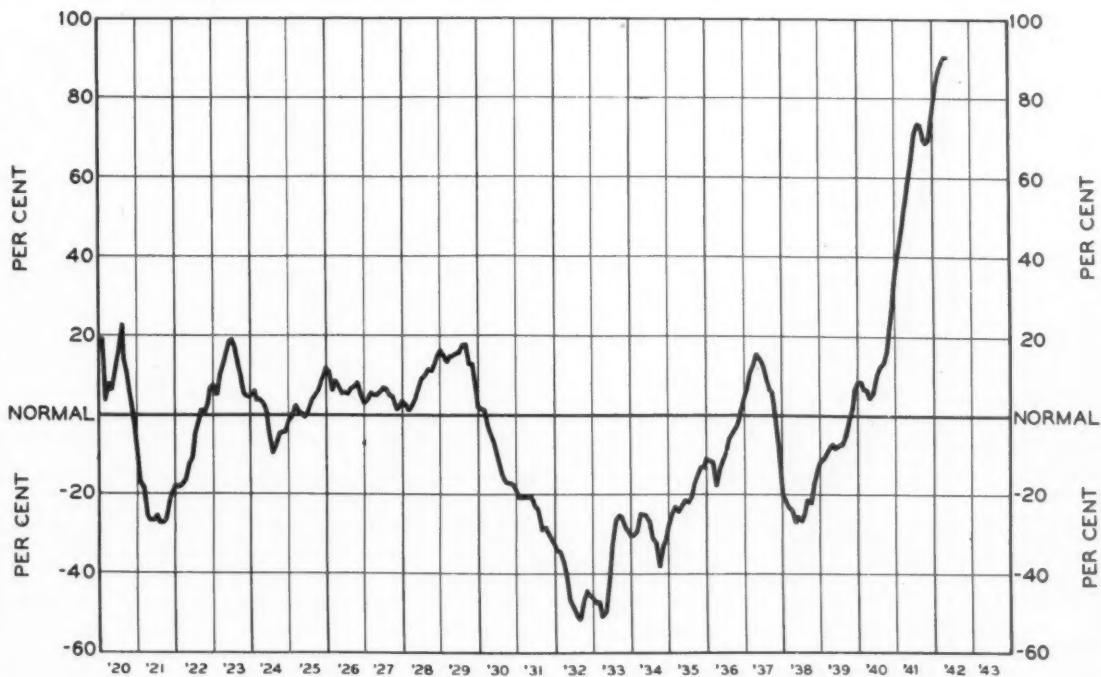
period mentioned. Bright spots on the manhours side was a 4.5% increase in New Britain. This was offset by decreases of approximately 1% for Bridgeport and Bristol and a loss of 2.5% for Hartford.

Average daily carloadings originating in fourteen Connecticut cities declined to 30% above normal in May, the lowest point touched since January 1941. The drop in the index is not an accurate appraisal of rail operations because of regulations which require heavier loading of L.C.L. cars, and therefore, reduce the number of cars loaded while at the same time increasing ton miles or total traffic. Further regulations now being drafted would fix a minimum for all carload freight, requiring each car to be loaded to capacity. In a recent week, the New

Haven road handled almost 300 million gross ton miles of business. This was more than 20% above the record 1929 week and the rise is expected to continue. Through the \$11,000,000 terminal in New Haven more than 9,000 cars or nearly 90 miles of freight move each week.

The index of construction work in progress which in the past two months has exceeded earlier expectations dropped off to an estimated 61% above normal from the adjusted April figure of +65.9%. Principal cause was due to fewer awards for residential building. Over 11,000 defense family dwelling units have been built in Connecticut and it is quite likely that almost as many more may be erected. On the non-residential side it is reported that of eight million feet

GENERAL BUSINESS IN CONNECTICUT COMPARED WITH NORMAL



of factory space vacant ten months ago, approximately four million feet or only 50% are today available. Thus, as mentioned here previously, a reasonably high state of activity for both residential and non-residential use should prevail for some time to come in the construction industry.

In the week ended June 6, wholesale prices declined 0.1% from the previous week and were 0.2% above the week ending May 16 when wholesale markets became subject to price regulation. The wholesale price index now stands at the early May level which constitutes the first extended pause in the price advance since October, 1941. Today 77% by value of all commodities included in the index are under formal or informal price ceilings. The 23% not covered are principally agricultural products. In this connection it is interesting to note the following facts. For the 52% of the items by value covered prior to the advent of the General Maximum Price Regulation, the average increase in price from August 1939 to April 18, 1942 was about 25%. The increase during the same period for the additional commodities now under control for the first time averaged 27%. However, the products still remaining exempt rose 52% over the same period. Moving parallel to wholesale prices are retail prices. The Fairchild Retail Price index showed a fractional reduction of 0.2% from May to June, the first decline since July 1938. Nevertheless, these prices were still 17.5% above June 1941 and 27% above the low immediately preceding the outbreak of hostilities in 1939. Some measure of what may be expected of price controls in this country may be had from their effects in neighboring Canada. Controls in Canada have been operative since December 1, 1941. Since then living costs are down slightly and wholesale prices up 1%. In the previous twenty-seven months living costs had risen 15% and wholesale prices 30%. To some extent in Canada, subsidies have been found necessary in effectively stabilizing the index of living costs.

The Conference Board index of the cost of living in the United States rose 0.2% in May. This is the smallest month-to-month increase since March 1941. Since May 1941 living costs have advanced 11.3%. Food prices led the advance over the year period with a rise of 20.6% closely followed by clothing prices which advanced 20.4%.

## PUBLIC RELATIONS HINTS

By CHARLES BRUNELLE, *Public Relations Counsel, Hartford*

**THE ARMY** builds morale by using all-soldier casts in camp-produced shows; industry can do likewise by using some of "the gang" at rallies and meetings. Former professional entertainers are now in employ of many larger concerns. Fire-eater, rope twirler, dancer, musicians, lightning cartoonist—these are some we know of first hand. Nearby entertainment bureaus can help you spot them. . . .

★ ★ ★

**BETTER EMPLOYEE** and general public relations gained through use of local newspaper and radio space and time by Gisholt Machine Co., Madison, Wis. They grew from 800 to 2600 employees but carefully let people know their place in war and peace. (Peacetime place is important to new hands with restless feet.) . . . Allis-Chalmers used a movie and an illustrated printed piece to show workers, old and new, what they and the company are doing in the war. . . . Posting up-to-the-minute news headlines on factory bulletins will get better readership of your messages, help eliminate "isolation" feeling of workers, tie production slogans to flashes from war fronts. . . .

★ ★ ★

**PRESS RELATIONS:** one overburdened daily newspaper editor recently saved worthless publicity received in one week's mails. Final count: 532 pieces he didn't even open. Treasury Department, he figured, sent enough to fill nearly a page a day. Hint: if it isn't really good, don't send it. . . . Not paradoxically, editors get gray over good stories they uncover when no longer news. Hint: put it out while it's hot. . . .

**HOUSE ORGAN** news item forms, to be filled out by agents, salesmen, employees, bring low percentage returns but uncover material otherwise never seen. One place for them is as insert in each copy of publication itself. . . . "Transportation" classified ads, both "wanted and offered," are growing as free house organ feature, aiding the "double-up" drive. . . . Connecticut firms publish two per cent of all titles in a recent Printers' Ink list of U. S. house organs. . . .

★ ★ ★

**PRODUCTION DRIVE** cooperation: several companies, having successfully licked current problems through public relations efforts, have generously shared technique and procedure data with others mutually concerned. . . . If your plant has not received a copy of the production drive booklet issued by the Northern Pump Company, Minneapolis, Minn., get one. They put messages to workers on everything from paper cups to 40-ton cranes. . . .

★ ★ ★

**SOLD-OUT MANUFACTURERS** are exploiting current activities of distributors and dealers. Example: Servel, Inc., advertises in support of nutrition and service work done by gas companies, offers display kit to latter. . . . Ericsson Screw Machine Products, Brooklyn, N. Y., uses business paper space to let prospects know that, while "to win this war" is first job, they "will be happy to discuss" post-war planning. So many firms who do have an engineer (or salesmen!) available for this sort of contact work are landing on the "all out" theme so hard, they scare off a backlog of peacetime business. . . .

★ ★ ★

**GENERAL ADVERTISING**, like Dow Chemical's plastic pipe and Cessna's "Family Car of the Air," does more than keep a name alive. It lifts public morale with offering of a glorious future, helps assure employees of security. . . . Several concerns plug some part of Government's war program—bonds, nutrition, production, etc.—in every single piece of advertising, printed or spoken. . . .



## INDUSTRIAL DOCTORS' EXCHANGE

This month, Dr. John N. Gallivan, M.D., Chief Medical Officer, United Aircraft, East Hartford contributes valuable and timely data on "Predispositions to Occupational Skin Disease".

Sponsored by the Association's Health and Safety Committee, "Industrial Doctors' Exchange" seeks an interchange of ideas between industrial doctors. Additional contributions will be welcomed.

MUCH has been written about occupational dermatoses, that group of skin disorders arising in the course of employment and outnumbering all other occupational diseases by better than two to one. In this short article, I shall not attempt to discuss all phases of the subject, but I do wish briefly to present a sort of "classification of skins", which has proved helpful to me as a guide in pre-employment examinations. No claim is made for completeness, accuracy, nor originality. Reading, discussions, and experience have produced the list which is constantly being enlarged and modified.

It should be borne in mind that this classification is used in an aircraft industry, and is not intended to cover all types of occupations. Although aware of the statement by eminent authors that in occupations presenting skin hazards, all applicants should be carefully examined and patch-tested with the materials with which they are to work, we are faced in our industry with two major obstacles to this pro-

gram: (1) in our largest plants, over 90 per cent of the jobs present a skin hazard; and (2) the present rush of employment allows little time for patch-testing. We have instead used the "classification" presented here, and our success in reducing the incidence of occupational dermatoses by following this guide has been appreciable.

We classify all occupational dermatoses into two main groups: (1) folliculitis—that rash characterized by comedones, papules, pimples, pustules and "oil boils" occurring as the result of plugging of the hair follicles on exposed surfaces; and (2) Eczematoid—that rash characterized by erythemas, urticarias, vesicles, scaling, weeping, cracking, roughening or itching. We think of folliculitis as resulting from mechanical plugging of the pores with the industrial contact followed by secondary infection; and we think of the eczematoid group as manifestations of allergic or hypersensitivity tendencies.

Young men with dark, thick, oily, hairy skin, particularly if comedones or acne are present, are prone to develop folliculitis; whereas men and women with light (blondes and "redheads") thin, dry, smooth skin are prone to develop eczematoid rashes.

Petroleum oils, greases, waxes, paraffin and the like produce the folliculitis in the oily, dark-skinned group; whereas the dry, smooth-skinned group do better. Soaps, turpentine, naphtha, gasoline, benzol, carbon tetrachloride, trichlorethylene, tetrazine, toluol, resins, coning oils, and other alkalies, petroleum distillates, and coal-tar distillates commonly produce eczematoid dermatitis in the blond, dry, thin-skinned group; whereas the dark, thick, oily skins do better. These two major skin types are fundamental and should be kept in mind while following the classification outlined below. In the outline below, the words "dry job" mean a job free from all skin irritants of all types whether liquid, solid or gas.

**Acne**—slight acne particularly if limited to face, back, and chest acceptable, but in moderate and severe cases especially with forearm involvement, avoid petroleum oils, greases, waxes, paraffin and the like.

**Age**—In general, the younger the applicant, the greater the hazard. However, older employees who have built up a sensitivity or have a chronic eczema are dangerous.

**Arsenic**—Applicants who are being treated with arsenic or who have had a long course of arsenic treatment are apt to develop severe dermatitis with almost all skin irritants. Put on a "dry job".

**Blonds**—Avoid alkalies, soaps, gasoline, turpentine, and the other petroleum and coal-tar distillates listed in the major group above. Also avoid sunlight, electric welding (without complete covering), painting and outdoor or roofing work, which may lead to overexposure to sunlight. "Redheads" belong in this group.

**Cleanliness**—Applicants who on examination show dirty bodies and dirty clothes won't observe hygiene rules any better if employed. Especially if they have comedones or acne, which is slight and might pass otherwise, keep these unhygienic ones out of petroleum oils, greases and waxes.

**Diabetes**—Avoid petroleum oils, greases and waxes, but especially avoid jobs where sharp chips in the oils are liable to cause small cuts and abrasions.

**Drug Eruptions**—"Dry job" until fully recovered. Then avoid coal-tar and petroleum distillates; especially avoid phenol and benzol compounds. Since future eruptions may be basis of claim as occupational dermatitis (the differential diagnosis is often difficult), it is wiser to avoid all skin irritants; that is, put on a "dry job".

**Dryness**—Avoid fat solvents such as trichlorethylene, carbon tetrachloride, gasoline, as well as alkalies, petroleum distillates, coal tar distillates, resins, soaps. Also, especially in older applicants with poor general make-up and defective circulation, avoid coldness, dampness and abrupt temperature changes.

**Ecthyma**—A definite hazard. If slight and unexposed, may have "dry job". If exposed or more severe, reject until fully recovered. No hazard after full recovery.

**Eczemas**—A history of eczema, from any cause at all, should mean a "dry job" only. Especially is this true in middle aged and older men who have a chronic eczema from occupational contact.

**Erysipeloids**—Reject until fully recovered.

**Exposure**—If an applicant has had long experience working in contact

with certain irritants without difficulty, even if his skin type is such that ordinarily he would be excluded from contacts with those irritants, accept him. Especially is this true if he had difficulties at first and then "hardened" so that daily contact caused no trouble. These "hardened" older workers are much safer than applicants new to the particular contact.

**Flat feet**—Avoid long-standing or walking. Corns, callouses, maceration from friction are annoying complications.

**Furunculosis**—"Dry job" only until brought under control. Then avoid petroleum oils, greases, waxes and paraffin.

**Grain itches**—"Dry job" until fully recovered. Especially avoid alkalies, soaps, coal tar and petroleum distillates.

**Hairy skins**—Avoid cement, waxes, greases, petroleum oils.

**Hyperidrosis**—(Excessive perspiration). Avoid very dusty work (propeller grinding, etc.), rust preventives, cement, hot metal work, soda solutions, hydrolizers, furnaces, jobs with large amount of friction. (Incidentally, keep off inspection work since the perspiration, in excess of what lanolin can absorb, will corrode the metals.)

**Hypersensitivity**—A history of frequent plant rashes (such as those who annually have poison ivy rashes), rashes from industrial contacts, food or drug rashes, eczemas or urticarias, and similar evidences of allergic tendencies, should exclude the man especially from contacts with coal tar distillates and the other contacts listed in the general "blond, dry, thin-skinned" group above. A history of asthma or hayfever, however, may be discarded as unimportant from the skin standpoint.

**Ichthyosis**—Avoid the contacts listed above under "dryness". Also avoid excessive friction and pressure since dark disfiguring callosities may result.

**Impetigo**—Reject until fully recovered. Then temporarily avoid skin irritants until all scars have whitened.

**Intertrigo**—(Chafing due to excessive perspiration and friction)—A guide to the hyperidrosis group (see

above) when examinations are done in cool rooms. Avoid furnaces, heat treat work, hot vats, etc.

**Keratosis Pilaris**—(Rough dry skin with a pinpoint eruption at neck and shoulders from irritation of garments)—"dry job" only. Avoid all skin irritants.

**Lichen Planus**—Probably not a hazard; but cause is unknown and aggravation of the rash by skin irritants cannot be disproved. It is wiser, therefore, to place these applicants on "dry jobs".

**Lupus**—Avoid all skin irritants. Especially avoid roofing or outdoor work, where excessive sunlight may be encountered. Avoid electric welding and painting.

**Mycotic infections**—As a group, these are the most troublesome of all skins. The development of a rash on the hands or other parts, as a result of aggravation by industrial contacts, is common and is difficult to treat. Many of these "phytid" developments are probably the result of a sensitization of the individual from a focus of infection such as "athlete's foot" and probably would have developed without any industrial contact. This can't be proved, however, and even if it could, the aggravation of the "phytid" rash itself by industrial skin irritants couldn't be disproved. Epidermophytosis pedis ("athlete's foot"), epidermophytosis inguinale ("dhobie itch"), Tinea cruris ("crotch itch"), Tinea circinata ("body ringworm") and other such infections caused by trichophytons, microsporons, or blastomycetes must be minimal if any exposure to skin irritants is to be permitted. Slight infections, far away from possible exposed surfaces, may be accepted and treatment instituted immediately. More severe infections or those on exposed surfaces must be put on a "dry job" until recovery is complete, and time enough allowed so that recurrences are a remote possibility. Both groups of irritants, those commonly producing folliculitis and those commonly producing eczemas, are equally dangerous in these mycotic infections.

**Negroes**—Generally very tolerant of irritating dusts, dyes, solvents, acids and the others in the "eczema-producing group"; and are preferable to any group on these. Avoid

aniline compounds, and also jobs where burns, cuts, "chip trauma" and other sources of multiple minor traumata are prevalent to avoid danger of "keloids".

**Oily skins**—An asset when contacting turpentine, gasoline, trichlorethylene, and other fat solvents and "degreasers". Avoid petroleum oils, greases and waxes. With good hygiene practiced, these are "safe" workers.

**Paronychia**—Chronic paronychia sufferers should have "dry job" only.

**Phytids**—If already present, "dry job" only. See "mycotic infections" above.

**Pityriasis Rosea** (also Rubra, Versicolor)—The pityriasis group may possibly be aggravated by industrial skin irritants and when encountered in the pre-employment examination, should call for holding the applicant until full recovery occurs. Both the folliculitis-producing and the eczema-producing contacts are hazardous. After full recovery, no restrictions are necessary.

**Plant rashes**—If a frequent occurrence, "dry job" only. If present at examination and represent a single attack, may accept after fully recovered. (See "hypersensitivity" above.)

**Psoriasis**—In our experience, not a hazard. In fact, contact with skin irritants has produced improvement in certain cases of psoriasis.

**Scabies**—Hold out of shop until full recovery has taken place and all sores and excoriations have completely healed. Secondary infection of scratched areas is a possibility unless completely healed.

**Seborrhoea**—Avoid petroleum oils, greases and waxes even if the case is slight. More severe cases should have "dry job" only.

**Sunburn**—Avoid all skin irritants except greases, waxes and paraffin until acute burn has subsided.

**Syphilis**—Primary and secondary rashes need not be considered here since the infected applicant would be a hazard from the contagion standpoint, and would be rejected anyway. Non-contagious syphilitics, who are accepted, are put on "dry job". See "Arsenic" above.

(Continued on page 37)

# "RES ADJUDICATA"

**Wage and Hour Law.** This law has been in the Supreme Court limelight to a considerable extent recently. Three important decisions have been rendered, two of which clarify the law and one of which extends the concept of interstate commerce to the saturation point. One case, Walling vs. A. H. Belo Corporation, holds that employer and employee may contract in regard to the regular rate of pay and that this governs despite the existence of a guaranteed minimum week by salary. The authorities have always argued that they were the sole judges of this question, and therefore this decision marks the severest setback received to date. Another case, Missel vs. Overnight Transportation Company, held that in the absence of such a contract fixing a regular rate of pay, the latter must be figured by dividing the salary by the number of hours worked during any one week and that it was not sufficient therefore to pay overtime on the basis of the legal minimum rate.

The case involving interstate commerce was Kirschbaum vs. Walling, wherein it was held that building maintenance employees of a landlord leasing the property to interstate tenants were covered by the Act. The theory was that these men were engaged in occupations necessary to the production of goods in interstate commerce. Thus the Wage and Hour contention that the activity of an employee is the sole guide to the determination of exempt or non-exempt status is upheld. Of course, this decision opens the gates to complete government control over all businesses, not specifically exempt, for it can just as well be said that the local shoe cobbler is doing work which is necessary for the production of goods in interstate commerce.

In any event the Wage and Hour's batting average on these cases is 66 2/3% which should be satisfactory.

**Renegotiation of Contracts.** As a result of a compromise between the House and Senate, a rider was attached to the Sixth Supplemental Appropriations Bill which provides that all contracts, prime and sub, in excess of \$100,000 may be renegotiated if it is felt that excessive profits are being made. The only exception is in respect

to contracts, full payment on which had been made by April 28 of this year.

**Social Security.** It is time to commence considering the change in the tax rate from 1% to 2% effective January 1, 1943. Although the President has made some suggestions for further increasing the rates, it is obvious now that the purposes behind any such proposal have no connection with social security unless something akin to the Townsend plan is being agitated. The reason is that benefit costs are only 30% of the 1939 estimates and it is certain that by 1946 the revenue yield will produce a fund nine times greater than necessary. Do we even need the 1943 increase? Of course this depends upon the continuing status quo of the present benefit rates.

**Taxation without Legislation.** The 1941 corporate tax returns are being examined with meticulous scrutiny by the Internal Revenue Department due to a new policy established by Secretary Morgenthau. Under this policy, deductions taken for salaries, bonuses, rents, royalties, payments to profit sharing or pension trusts, payments for repairs and advertising and for the procurement of government business, will be examined in the light of their reasonable, ordinary and necessary nature. If such amounts are found or considered not to be reasonable or necessary, they will be disallowed either in part or in toto.

**Unemployment Compensation.** The Connecticut Supreme Court has recently decided that a person may receive benefits despite the fact that attendance at school throughout a curricular year intervened between the time the base credit was established and application for benefits was made.

**Price Control.** It is estimated that 200,000 persons will be on the OPA payroll before many more weeks elapse. It seems that for every economy effected by Congress a corresponding increase in government expenses appears. Necessary as price control is at this time, it is some consolation to think that it is only temporary—unless certain elements control the government after the war and the Supreme

Court blinks at the constitutional issue involved.

**War Labor Board.** Although the Board has said repeatedly that each case should be judged on its own merits, it is clear now that the uniform policy is to foister union maintenance clauses on all companies that are unlucky enough to come before it. These union maintenance requirements are generally conditioned on the privilege of an employee to withdraw from the union before the contract becomes effective which removes, presumably in the Board's opinion, any illegality that might exist under clause 8(3) of the Wagner Act.



P. S. "Res Adjudicata" does not approve of Supreme Court Justice Frank Murphy taking a Lieutenant Colonel's commission while he still remains on the bench—not that it matters.

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## INDUSTRIAL DOCTOR'S EXCHANGE

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(Continued from page 36)

**Telangiectasis**—Avoid excessive heat such as heat treat furnaces, hot vats, etc.

**Tinea circinata and tinea cruris**—See "Mycotic infections" above.

**Varicosities**—Avoid prolonged standing. Eczemas, trophic changes, maceration, and ulceration, are the dangers. Avoid jobs where trauma to the feet and legs occurs; even minor traumata produce ulcerations frequently.

I repeat that this classification is used in an aircraft industry and is not intended to cover all types of occupations nor all types of skins and skin diseases. It is merely a helpful guide to us in classifying "skins" in pre-employment examinations. I shall welcome suggestions and criticisms.

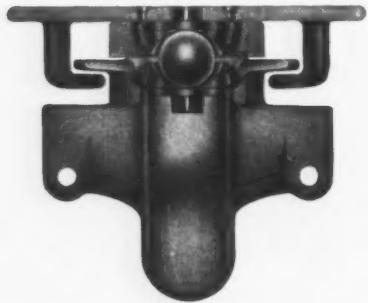
JOHN N. GALLIVAN, M.D.

# NEW PRODUCTS ON PARADE

THE "HARPER HANGER", a device that is increasing truck tire mileage from 25% to 100%, is now being manufactured and sold by Anderson-Nichols Associates, Litchfield. In successful use on over 1000 different types of truck equipment throughout New England, the Harper Hanger is a flexible ball cushion suspension designed primarily to reduce the rate of acceleration of forces acting in the horizontal plane between the chassis and body. This is accomplished by mounting the truck body on a series of large ball bearings which, in turn, change the kinetic energy due to a horizontal displacement of the chassis into potential energy by raising the body and load.

Flexibility is the cure for rigidity as demonstrated by the automobile industry in recent developments in tires, springs and engine mountings. The Harper Hanger is a further constructive step beyond these developments and provides a suspension that eliminates all horizontal components of vertical shocks, acting on the tires, and all high frequency horizontal vibration resulting from changes in the contour of road surfaces.

Tires, being the most flexible connection between chassis and road, are obliged to maintain the stability of the chassis and load, take the strain of all



changes in direction, and absorb starting and stopping torques as well as carry the load placed upon them. The Harper Hanger gives instant relief to the tires by becoming a second point of flexibility to maintain the stability of the body and load, ease the strain on the tires of starting and stopping (by reducing roll and sway which overloads the tires) and by making every load a live load for the tires to carry.

As an indication of the value being placed on this device in governmental circles, Anderson-Nichols Associates point out that the necessary priorities have been granted for the manufacture of the Harper Hanger.

★ ★ ★

BETTER PACKAGES, Shelton, has developed an improved Robot Repeater Taping Head that gives assurance output will not snag because of low geared tape sealing operations. The



Robot Repeater, with the magic of the mercury switch, can be timed to automatically moisten tape under the patented Counterboy method and shoot out a continuous flow of strips in lengths of from 4 inches to 10 feet at the rate of from 12 to 34 per minute. By means of an optional attachment at slight extra cost, strips as short as 2½" can be released.

In the event of an outside interruption which might momentarily affect the operator's production, a succeeding strip is never sent through the Taping Head until the previous one has been removed. When perpetual feed is not required or is not practical because of an excessively long strip, single operation can be controlled by the convenient manual lever which swiftly responds to fingertip touch.

Kraft, cloth, bias woven burlap, sisal, duplex or snake tape in widths from one to four inches is clearly and squarely cut with amazing accuracy by a sharp Swedish toolsteel shear.

Although "time-outs" for reloading are reduced to a minimum with the 24" diameter spindle, they can never-

theless be accomplished with remarkable ease because no heavy parts need be removed. Excessive unraveling of the tape is prevented by a strap secured at one end to the frame and weighted at the other to lie firmly over the roll.

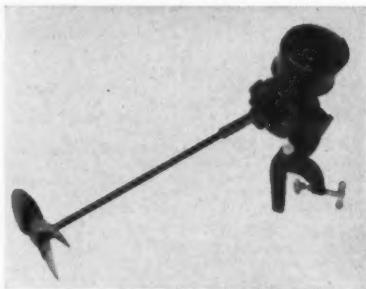
For box makers, the Robot Repeater Taping Head saves automatic machine "setting-up" costs for short runs in addition to providing the convenience of feeding exceptionally long or short strips when required. Although sufficiently rugged to undertake the toughest job, the Robot Repeater is responsive to the lightest feminine touch.

★ ★ ★

R. W. CRAMER, Centerbrook, makers of automatic timing devices, have developed a new synchronous motor-operated timer, type TD1C, equipped with a clutch mechanism designed particularly for industrial applications. This time relay either keeps an electric current closed for a preset time interval or can be used as a time delay relay which, when energized, keeps a circuit open for a selected interval. It also has an instantaneous reset feature and when restarted repeats the timing without manual resetting. Accurately machined and adjusted parts are used in all essential assemblies. Specialized construction and the qualities of sturdiness and compactness built into these units make them particularly adapted for every kind of machinery or industrial process which must be time-controlled or for electrical circuits where a time delay action is required.



**AN AIR-POWERED MIXER,** Type A-2, for slow speed operation and a Coolant Pump, Model No. 17, are new products recently introduced by Eastern Engineering, New Haven. The mixer is of the portable type and is



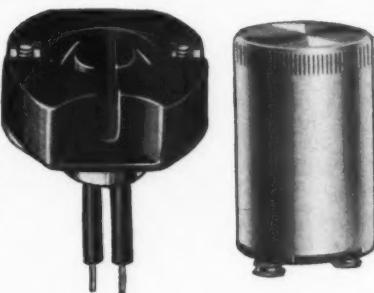
particularly adapted for handling heavy materials. Equipped with pneumatic motor rated at  $1\frac{1}{2}$  hp with a maximum speed of 400 rpm on 40 lb. pressure. Speed can be varied by adjustment of air pressure. Motor can be operated without danger in the presence of fire hazards. Mixer is splash and fume proof and is equipped with an exhaust silencer. Propeller is of bronze, nickel plated, 12" in diameter.



The Coolant Pump is designed particularly for use on machine tools where a steady stream of coolant or cutting oil is necessary. Features: open impeller will pass small chips or grit through pump without damage, no stuffing box to cause trouble, requires no priming, can be installed in small space and various brackets are available to facilitate mounting. Motor is  $\frac{1}{8}$  hp, 1728 rpm, ball bearing. Pump is constructed of cast iron and so designated that there is no metal to metal contact below the liquid level, thus making possible continuous and dependable handling of non-lubricating liquids. Illustration shows both long and short models available.

**TWO NEW FLUORESCENT** Lampholders and fluorescent Starter Switch are announced by Bryant Electric, Bridgeport. The lampholders, for general lamp and fixture use, are small in size to reduce shadows when used on fixtures having translucent ends. No. 4328 is for flat surface mounting and No. 4329 is similar but equipped with a  $\frac{1}{8}$ " nipple for pipe thread mounting. A new type finding slot makes for easier insertion of the lamp. Splicing of additional wire to make connections to auxiliaries is not usually necessary.

The starter switch, designated as "No Blink", prevents annoying blinking and flickering of lamps after they have become deactivated. In operation,



if a lamp does not start within a reasonable time, a thermal element cuts out the starter.

★ ★ ★

**A NEW PROTECTIVE FILM** for preserving records, blue prints and cards is offered by Seal, Inc., Shelton. Called "Life Extension Film", this substance provides a transparent coating easily applied by means of a miniature thermostatically controlled flatiron. It is said to be moisture-proof, grease-proof, not tacky and will not discolor or deteriorate with age. Notations can be made on the film with a wax pencil and wiped off afterward. The film is available in an assortment of cut sheet sizes for covering different size records, cards, and the like.



**ARMSTRONG MANUFACTURING**, Bridgeport, manufacturers of Adjustable and Solid Threading Dies for pipe and rod, recently added to their line another type of threading tool-Segmental Dies.

These Segmental Dies are furnished for two types of Diestocks.

The ARMSTRONG Drophead Ratchet Diestocks, with a range from  $\frac{1}{8}$  to  $1\frac{1}{4}$  in., have a separate Diehead for each threading size. The new ARMSTRONG Push-button Ratchet Pawl Control saves time and energy in changing Dieheads and makes reversing the ratchet action a one-hand job.

The ARMSTRONG 3-Way Diestock for Segmental Dies serves as three Stocks in one. It holds three sets of Dies, always ready for instant use, in the stock for threading brass or iron pipe, or conduit. It is supplied from  $\frac{3}{8}$  to  $\frac{3}{4}$  in. and  $\frac{1}{2}$  to 1 in.

Both these new ARMSTRONG-BRIDGEPORT products have wide openings which permit ample chip clearance and easy access for oiling.

## HUBBARD MEMORIAL GOLF TROPHY

(Continued from page 9)

Niles-Bement-Pond Company, West Hartford; Phelps Ingersoll, President, Wilcox, Crittenden & Co., Inc., Middletown; W. Gibson Carey, Jr., Yale & Towne Mfg. Company, Stamford; James W. Hook, President, Geometric Tool Company, New Haven; George T. Kimball, President, American Hardware Corporation, New Britain; Fred G. Hughes, General Manager, New Departure Division, General Motors Corporation, Bristol; Fuller F. Barnes, President, Wallace Barnes Division, Associated Spring Corporation, Bristol; J. Arthur Atwood, President, Wauregan-Quinebaug Mills, Inc., Wauregan; Wilson H. Lee, Chairman of the Board, The Wilson H. Lee Company, New Haven; Franklin R. Hoadley, President, The Atwood Machine Company, Stonington; F. S. Chase, President, Chase Brass & Copper Company, Inc., Waterbury; John H. Goss, President, Scovill Manufacturing Company, Waterbury; and C. L. Eyanson, Executive Director, Manufacturers Association of Connecticut, Inc., Hartford.

# IT'S MADE IN CONNECTICUT

**Ed. NOTE.** This department, giving a partial list of products manufactured in Connecticut by company, seeks to facilitate contacts between prospective purchasers in domestic or foreign markets and producers. It includes only those listings ordered by Connecticut producers. Interested buyers may secure further information by writing this department.

(Advertisement)

Accounting Forms		Bathroom Accessories	Brick—Building
The Baker Goodyear Co	New Haven	The Autoyre Company	The Donnelly Brick Co
Accounting Machines		The Charles Parker Co	Bricks—Fire
Underwood Elliott Fisher Co	Hartford		Howard Company
Acetylene		Bearings	Broaching
National Cylinder Gas Company	Meriden	New Departure Div of General Motors (ball)	The Hartford Special Machinery Co
Adding Machines		The Fafnir Bearing Co (ball)	Brooms—Brushes
Underwood Elliott Fisher Co	Hartford	Norma-Hoffmann Bearings Corp (ball and roller)	The Fuller Brush Co
Advertising Printing		Bells	Buckles
The Case Lockwood & Brainard Co	Hartford	Bevin Brothers Mfg Co	The Hatheway Mfg Co (Dee Rings)
Advertising Specialties		The Gong Bell Mfg Co	
The H C Cook Co 32 Beaver St Scovill Manufacturing Co (Made to Order)	Ansonia Waterbury	Sargent and Co	
Aero Webbing Products		The N N Hill Brass Co	
Russell Mfg Co	Middletown	Hartford Belting Co	
Air Compressors		The Russell Mfg Co	
The Spencer Turbine Co	Hartford	The Thames Belting Co	
Aircraft Accessories		Benches	Buffing & Polishing Compositions
Warren McArthur Corp (Airplane Seating)	Bantam	The Charles Parker Co (piano)	Apothecaries Hall Co
Aircraft—Repair & Overhaul		Bicycle Coaster Brakes	Len Mfg Co
United Airports Div United Aircraft Corp	Waterbury	New Departure Div General Motors Corp	Buffing Wheels
Rentschler Field	East Hartford	Bristol	The Williamsville Buff Mfg Co
Airplanes		Bicycle Sundries	Buttons
Vought-Sikorsky Aircraft, Div United Aircraft Corp	Stratford	New Departure Div General Motors Corp	B Schwanda & Sons
Aluminum Castings		Binders Board	The G E Prentice Mfg Co
Newton-New Haven Co 688 Third Avenue	West Haven	Colonial Board Company	John M Russell Mfg Co Inc
Aluminum Forgings		Biological Products	B Schwanda & Sons
Scovill Manufacturing Co (small)	Waterbury	Ernst Bischoff Company Inc	Bridgeport
Aluminum Goods		Blades	Bridgeport
Scovill Manufacturing Co (To Order)	Waterbury	Capewell Manufacturing Company, Metal Saw Division, (hack saw and hand saw)	B Schwanda & Sons
Aluminum—Sheets & Coils		Blower Fans	The Patent Button Co
United Smelting & Aluminum Co Inc	New Haven	Colonial Blower Company	Colt's Patent Fire Arms Mfg Co
Ammunition		Blower Systems	Scovill Manufacturing Co (uniform and tacked)
Remington Arms Co Inc	Bridgeport	Colonial Blower Company	The Waterbury Button Co
Artificial Leather		Boilers	Cabinets
The Permatex Fabrics Corp	Jewett City	The Bigelow Co	The Charles Parker Co (medicine)
Zapon Div, Atlas Powder Co	Stamford	Petroleum Heat & Power Co (domestic only)	Cable
Asbestos		Boots and Nuts	The Wiremold Co (electric, non-metallic Sheathed)
Rockbestos Products Corp (insulated wire, cable and cords)	New Haven	Clark Brothers Bolt Co	Cams
The Raybestos Div of Raybestos-Manhattan Inc (brake lining, clutch facings, sheet packing and wick)	Bridgeport	The O K Tool Co Inc (T-Slot)	The Hartford Special Machinery Co
Assemblies, Small		Box Board	Carpets and Rugs
The Greist Manufacturing Co	New Haven	The Lydall & Foulds Paper Co	Bigelow-Sanford Carpet Co
The Wallace Barnes Co Div, Associated Spring Corp	Bristol	National Folding Box Co	Carpet Lining
Auto Cable Housing		New Haven	Palmer Brothers Co
The Wiremold Company	Hartford	New Haven Pulp & Board Co	Castings
Automatic Control Instruments		Robertson Paper Box Co	The Charles Parker Co (gray iron)
The Bristol Co (temperature, pressure, flow, humidity, time)	Waterbury	Manchester	The Bradley & Hubbard Mfg Co
Automobile Accessories		New Haven	Meriden
The Rostand Mfg Co (windshields, seats, and body hardware)	Milford	New Haven	Meriden
The Raybestos Div of Raybestos-Manhattan Inc (brake lining, rivets brass, clutch facings, packing)	Bridgeport	Montville	Meriden
Automotive Friction Fabrics		Boxes—Paper—Folding	Meriden
The Russell Mfg Co	Middletown	Atlantic Carton Corp	New London
Automotive & Service Station Equipment		S Curtis & Son Inc	Staffordville
Scovill Manufacturing Co (Canned Oil Dispensers)	Waterbury	M S Dowd Carton Co	Waterbury
The Raybestos Div of Raybestos-Manhattan Inc (brake service machinery)	Bridgeport	National Folding Box Co (paper folding)	Waterbury
Bakelite Moldings		Brake Linings	Waterbury
The Waterbury Button Co	Waterbury	Colt's Patent Fire Arms Mfg Co	Waterbury
Balls		The Raybestos Div of Raybestos-Manhattan Inc (automotive and industrial)	Waterbury
The Abbott Ball Co (steel bearing and burnishing)	Hartford	The Russell Mfg Co	Waterbury
The Hartford Steel Ball Co (steel bearing and burnishing, brass, bronze, monel, stainless, aluminum)	Hartford	Middleton	Waterbury
Barrels		Brazed and Bronze	Waterbury
The Abbott Ball Co (burnishing and tumbling)	Hartford	The American Brass Co (sheet, wire rods, tubes)	Waterbury
The Hartford Steel Ball Co (tumbling)	Hartford	The Bristol Brass Corp (sheet, wire, rods)	Waterbury
Brass Goods		The Miller Co (phosphor bronze in sheets, strips and rolls)	Waterbury
Sargent and Company	New Haven	The Thinsheet Metals Co (sheets and rolls)	Waterbury
Brass Mill Products		Brass Goods	Waterbury
Scovill Manufacturing Co (To Order)	Waterbury	Bridgeport Brass Co	Waterbury
Brass Stencils—Interchangeable		Scovill Manufacturing Co	Waterbury
The Fletcher Terry Co	Box 415, Forestville		
Clamps—Wood Workers		Clamps—Wood Workers	
Sargent and Company	New Haven	Union Mfg Co	New Britain
Clay		Howard Company (Fire Howard "B" and High Temperature Dry)	New Haven

# IT'S MADE IN CONNECTICUT

—CONTINUED—

<b>Cleansing Compounds</b>		<b>Electrical Conduit Fittings &amp; Grounding Specialties</b>	<b>Foundry Riddles</b>
MacDermid Incorporated	Waterbury	The Gillette-Vibber Company	New London
<b>Clutch Facings</b>		<b>Electric Cords</b>	
The Russell Mfg Co	Middletown	Rockbestos Products Corp (asbestos insulated)	Electric Eye Control New Haven
<b>Clutch—Friction</b>		United Cinephone Corporation	Torrington
The Carlyle Johnson Mach Co (Johnson Expanding Ring; Multiple Disc Maxitorq)	Manchester	Electric—Commutators & Segments	Electric—Commutators & Segments
The Raybestos Div of Raybestos-Manhattan Inc (clutch facings—molded, woven, fabric, metallic)	Bridgeport	The Cameron Elec Mfg Co (rewinding motors)	Electric Fixture Wire Ansonia
<b>Comfortables</b>		Rockbestos Products Corp (asbestos insulated)	Electric Heating Element & Units New Haven
Palmer Brothers Co	New London	Rockbestos Products Corp (asbestos insulated)	Electric Panel Boards New Haven
<b>Cones</b>		The Plainville Electrical Products Co	Plainville
Sonoco Products Co (Climax-Lowell Div) (Paper)	Mystic	Rockbestos Products Corp (asbestos insulated)	Electric Wire
<b>Consulting Engineers</b>		The Whitney Blake Co (Graybar Elec Co Exclusive Distributors)	New Haven
The Stanley P Rockwell Co Inc (Consulting)	Hartford	The Trumbull Electric Mfg Co	Plainville
296 Homestead Ave		Colt's Patent Fire Arms Mfg Co	Hartford
<b>Contract Manufacturers</b>		Electrical Control Apparatus	Electrical Control Equipment
The Greist Mfg Co (metal parts and assemblies)	503 Blake St Copper	The Bristol Co	Electrical Recorders
The American Brass Co (sheet, wire, rods, tubes)	Waterbury	A C Gilbert Co	Electrical Goods New Haven
The Bristol Brass Corp (sheet)	Bristol	Colt's Patent Fire Arms Mfg Co	Hartford
Scovill Manufacturing Co (pipe and service tubing)	Waterbury	Electrical Switches	Hartford
The Thinsheet Metals Co (sheets and rolls)	Waterbury	Colt's Patent Fire Arms Mfg Co	Hartford
<b>Copper Sheets</b>		Electrolyzers	W T Barnum & Co Inc (all classes)
The New Haven Copper Co	Seymour	Elevators	New Haven
<b>Copper Shingles</b>		The Eastern Machinery Co (passenger and freight)	New Haven
The New Haven Copper Co	Seymour	General Elevator Service Co Inc (freight, passenger and residence)	Hartford
<b>Copper Water Tube</b>		<b>Embalming Chemicals</b>	
Bridgeport Brass Co	Bridgeport	The Embalmers' Supply Co	Westport
<b>Cork Cots</b>		Wolverine Motor Works Inc (diesel stationary marine)	Bridgeport
Sonoco Products Co (Climax-Lowell Div)	Mystic	Pratt & Whitney Aircraft Div United Aircraft Corp (aircraft)	East Hartford
<b>Corrugated Box Manufacturers</b>		Envelopes	Plimpton Mfg Co Div U S Envelope Co (Manufacturers)
The Danbury Square Box Co	Danbury	Extractors—Tap	Hartford
<b>Corrugated Shipping Cases</b>		The Walton Co	94 Allyn St Hartford
D L & D Container Corp	Shelton Ave	<b>Eyelets</b>	
Connecticut Corrugated Box Div Robert Gair Co Inc	Portland	The Platt Bros & Co P O Box 1030	Waterbury
<b>Cosmetics</b>		Scovill Manufacturing Co	Waterbury
Northam Warren Corporation	Stamford	The Waterbury Button Co	Waterbury
The J B Williams Co	Glastonbury	<b>Fasteners—Slide &amp; Snap</b>	
<b>Cotton Batting &amp; Jute Batting</b>		The G E Prentice Mfg Co	New Britain
Palmer Brothers	New London	American Felt Co (Mills & Cutting Plant)	Glenville
<b>Cotton and Jute Batting</b>		Ferrules	
The Gilman Brothers Company	Gilman	The Waterbury Button Co	Waterbury
<b>Cotton Yarn</b>		<b>Fibre Board</b>	
The Floyd Cranska Co	Moosup	The C H Norton Co	North Westchester
<b>Counting Devices</b>		<b>Finger Nail Clippers</b>	
Veeder-Root Inc	Hartford	The H C Cook Co	32 Beaver St Ansonia
<b>Cut Stone</b>		<b>Firearms</b>	
The Dextone Co	New Haven	Colt's Patent Fire Arms Mfg Co	Hartford
<b>Cutters</b>		Remington Arms Co Inc	Bridgeport
The Standard Machinery Co (rotary board, single and duplex)	Mystic	<b>Fire Hose</b>	
The O K Tool Co Inc (inserted tooth milling)	Shelton	Fireplace Goods	Sandy Hook
33 Hull St		The John P Smith Co (screens)	423-33 Chapel St
<b>Dictating Machines</b>		New Haven	
Dictaphone Corporation	Bridgeport	The Rostand Mfg Co	Milford
The Soundscriber Corporation	New Haven	<b>Fireproof Floor Joists</b>	
<b>Die Castings</b>		The Dextone Co	New Haven
Newton-New Haven Co Inc	688 Third Ave	Fishing Equipment	
Dies	West Haven	The Horton Mfg Co (reels, rods, lines)	Bristol
The Hoggson & Pettis Mfg Co	141 Brewery St	Fishing Lines	
<b>Die-Heads—Self-Opening</b>		The Bevin-Wilcox Line Co	East Hampton
The Eastern Machine Screw Corp	Truman & Barclay Sts	Fishing Tackle	
The Geometric Tool Co	New Haven	The H C Cook Co	32 Beaver St Ansonia
<b>Dish Washing Machines</b>		Flashlight Cases	
Colt's Patent Fire Arms Mfg Co	Hartford	Scovill Manufacturing Co (metal)	Waterbury
<b>Drapery</b>		<b>Fluorescent Lighting Equipment</b>	
Palmer Brothers Co	New London	The Wiremold Company	Hartford
<b>Drop Forgings</b>		Forgings	
Wilcox Crittenden & Co Inc	Middletown	Clark Brothers Bolt Co	Milldale
The Blakeslee Forging Co	Plantsville	Heppenstall Co (all kinds and shapes)	Bridgeport
Atwater Mfg Co	Plantsville	Scovill Manufacturing Co (non-ferrous)	Waterbury
Capewell Mfg Company	Hartford	Foundries	
<b>Dowel Pins</b>		Union Mfg. Co (gray iron)	New Britain
The Allen Manufacturing Co.	Hartford	Wilcox Crittenden & Co Inc (iron, brass, aluminum and bronze)	Middlebury
<b>Edged Tools</b>		The Sessions Foundry Co (iron)	Bristol
The Collins Co (axes and other edged tools)	Collinsville		
<b>Elastic Webbing</b>			
The Russell Mfg Co	Middletown		
<b>Electric Appliances</b>			
The Silex Co	80 Pliny St Hartford		
<b>Electric Cables</b>			
Rockbestos Products Corp (asbestos insulated)	New Haven		

# IT'S MADE IN CONNECTICUT

—CONTINUED—

<b>Key Blanks</b>	
Sargent and Company	New Haven
The Graham Mfg Co	Derby
Knit Goods	
American Hosiery Company	New Britain
Labels	
J & J Cash Inc (Woven)	South Norwalk
Lacquers & Synthetic Enamels	
Zapon Div Atlas Powder Co	Stamford
Ladders	
A W Flint Co	196 Chapel St New Haven
Lamps	
The Rostand Mfg Company (brass, colonial style & brass candlesticks)	Milford
Leather	
Herman Roser & Sons Inc (Genuine Pigskin)	Glastonbury
Leather Goods Trimmings	
The G E Prentice Mfg Co	New Britain
Letterheads	
Lehman Brothers Inc (designers, engravers, lithographers)	New Haven
Lighting Equipment	
The Miller Co (Miller, Duplexalite, Ivanhoe)	Meriden
The Waterbury Button Co	Waterbury
Locks	
Sargent and Company	New Haven
Locks—Cabinet	
The Excelsior Hardware Co	Stamford
Locks—Suit-case and Trimmings	
The Excelsior Hardware Co	Stamford
Locks—Trunk	
The Excelsior Hardware Co	Stamford
Locks—Zipper	
The Excelsior Hardware Co	Stamford
Loom—Non-Metallic	
The Wiremold Company	Hartford
Machine Work	
The Hartford Special Machinery Co (contract work only)	Hartford
The Torrington Manufacturing Co (special rolling mill machinery)	Torrington
Machinery	
The Hallden Machine Company (mill)	Thomaston
The Torrington Manufacturing Co (mill)	Torrington
The Standard Machinery Co (bookbinders)	Mystic
Machinery Dealers & Rebuilders	
Botwinik Brothers	New Haven
Machinery Dealers Inc	New Haven
Machines	
Andrew C Campbell Div American Chain & Cable Co Inc (cutting & nibbling)	Bridgeport
The Patent Button Company	Waterbury
Machines—Automatic	
The A H Nilson Mach Co (Special)	Bridgeport
Machines—Forming	
The A H Nilson Mach Co (four-slide wire and ribbon stock)	Bridgeport
Malleable Iron Castings	
Malleable Iron Fittings Co	Branford
Marine Equipment	
The Rostand Mfg Co (portlights, deck, cabin and sailboat hardware)	Milford
Wilcox Crittenden & Co Inc	Middletown
Marking Devices	
The Hoggson & Pettis Mfg Co	New Haven
Matrices	
W T Barnum & Co Inc	New Haven
Mattresses	
Palmer Brothers Co	New London
Waterbury Mattress Co	Waterbury
Metal Cleaners	
Apothecaries Hall Co	Waterbury
Metal Cleaning Machines	
Colt's Patent Fire Arms Mfg Co	Hartford
Metal Goods	
Bridgeport Brass Co (to order)	Bridgeport
Metal Novelties	
The H C Cook Co	32 Beaver St Ansonia
The Waterbury Button Co	Waterbury
Metal Products—Stampings	
J H Sessions & Son	Bristol
Scovill Manufacturing Co (Made to Order)	Waterbury
Metal Specialties	
The Excelsior Hardware Co	Stamford
The G E Prentice Mfg Co	New Britain
Metal Stampings	
The Autoyre Co (small)	Oakville
The Patent Button Co	Waterbury
The Excelsior Hardware Co	Stamford
J H Sessions & Son	Bristol
The H C Cook Co	32 Beaver St Ansonia
The Greist Mfg Co	503 Blake St New Haven
The Waterbury Button Co	Waterbury
Bridgeport Chain & Mfg Co	Bridgeport

<b>Milk Bottle Carriers</b>	
The John P Smith Co	323-33 Chapel St
	New Haven
Millboard	
The Raybestos Div of Raybestos-Manhattan Inc (asbestos)	Manhattan Bridgeport
Mill Supplies	
Wilcox Crittenden & Co Inc	Middletown
Moulded Plastic Products	
The Patent Button Co	Waterbury
Colt's Patent Fire Arms Mfg Co	Hartford
The Watertown Mfg Co	117 Echo Lake Road Watertown
Moulds	
The Hoggson & Pettis Mfg Co (steel)	141 Brewery St New Haven
The Sessions Foundry Co (heat resisting for non-ferrous metals)	Bristol
Nickel Anodes	
Apothecaries Hall Co	Waterbury
The Seymour Mfg Co	Seymour
Nickel Silver	
The Seymour Mfg Co	Seymour
Nuts Bolts and Washers	
Clark Brothers Bolt Co	Middlefield
Office Equipment	
Underwood Elliott Fisher Co	Hartford
Oil Burners	
Malleable Iron Fittings Co	Branford
The Silent Glow Oil Burner Corp	Hartford
1477 Park St	
Petroleum Heat & Power Co (domestic commercial and industrial)	Stamford
Oil Burner Wick	
The Raybestos Div of Raybestos-Manhattan Inc	Bridgeport
Oxygen	
National Cylinder Gas Company	Meriden
Packing	
The Raybestos Div of Raybestos-Manhattan Inc (rubber sheet and automotive)	Bridgeport
Paints and Enamels	
The Tredennick Paint Mfg Co	Meriden
Paperboard	
Connecticut Corrugated Box Div Robert Gair Co Inc	Portland
The New Haven Pulp & Board Co	New Haven
Paper Boxes	
National Folding Box Co (folding)	New Haven
The New Haven Pulp & Board Co	New Haven
Robertson Paper Box Co (folding)	Montville
The Strouse, Adler Co	New Haven
Paper Clips	
The H C Cook Co (steel)	32 Beaver St Ansonia
Paper Tubes and Cores	
Sonoco Products Co (Climax-Lowell Div)	Mystic
Parallel Tubes	
Sonoco Products Co (Climax-Lowell Div)	Mystic
Pharmaceutical Specialties	
Ernst Bischoff Company Inc	Ivoryton
Phosphor Bronze	
The Seymour Mfg Co	Seymour
The Bristol Brass Corp (sheet)	Bristol
Pipe	
The American Brass Co (brass and copper)	Waterbury
Howard Co (cement well and chimney)	New Haven
Crane Company (fabricated)	Bridgeport
Bridgeport Brass Co (brass & copper)	Bridgeport
Scovill Manufacturing Co (copper, red brass and yellow brass)	Waterbury
Pipe Fittings	
Malleable Iron Fittings Co	Branford
Platers	
The Patent Button Co	Waterbury
The Plainville Electro Plating Co	Plainville
Platers—Chrome	
The Plainville Electro Plating Co	Plainville
Platers' Equipment	
MacDermid Incorporated	Waterbury
Plumbers' Brass Goods	Bridgeport
Scovill Manufacturing Co	Waterbury
Plumbing Specialties	
John M Russell Mfg Co Inc	Naugatuck
Pole Line	
Malleable Iron Fittings Co	Branford
Polishing Wheels	
The Williamsburg Buff Mfg Co	Danielson
Presses	
The Standard Machinery Co (plastic molding, embossing, and die cutting)	Mystic
Propellers—Aircraft	
Hamilton Standard Propellers Div United Aircraft Corp	East Hartford

<b>Propeller Fan Blades</b>	
The Torrington Manufacturing Co	Torrington
Punches	
The Hoggson & Pettis Mfg Co (ticket & cloth)	New Haven
141 Brewery St	
Putty Softeners—Electrical	
The Fletcher Terry Co	Box 415 Forestville
Pyrometers	
The Bristol Co	(recording and controlling Waterbury)
Radiation-Finned Copper	
The G & O Manufacturing Company	New Haven
Railroad Equipment	
The Rostand Mfg Co (baggage racks and mirrors for passenger cars)	Milford
Rayon Yarns	
The Hartford Rayon Corp	Rocky Hill
Razors	
Schick Inc. (electric)	Stamford
Reamers	
The O K Tool Co Inc (inserted tooth)	Shelton
Recorders	
The Bristol Co (automatic controllers, temperature, pressure, flow, humidity)	Waterbury
Refractories	
Howard Company	New Haven
Resistance Wire	
The C O Jelliff Mfg Co (Nickel chromium-kanthal)	Southport
Retainers	
The Hartford Steel Ball Co (bicycle & automotive)	Hartford
Reverse Gear—Marine	
The Carlyle Johnson Mach Co	Manchester
Riveting Machines	
The Grant Mfg & Machine Co	Bridgeport
The Raybestos Div of Raybestos-Manhattan Inc (brake service equipment)	Bridgeport
Rivets	
The Connecticut Manufacturing Company	Waterbury
Clark Brothers Bolt Co	Middlefield
The Blake & Johnson Co (brass, copper and non-ferrous)	Watervile
J H Sessions & Son	Bristol
The Raybestos Div of Raybestos-Manhattan Inc (brass and aluminum tubular and solid copper)	Bridgeport
The Raybestos Div of Raybestos-Manhattan Inc (iron)	Bridgeport
Rods	
The Bristol Brass Corp (brass and bronze)	Bristol
Roof Coatings & Cements	
Tilo Roofing Co Inc	Stratford
Roofing—Built Up	
Tilo Roofing Co Inc	Stratford
Rubber Chemicals	
The Stamford Rubber Supply Co ("Factie" Vulcanized Vegetable Oils)	Stamford
Rubberized Fabrics	
The Duro-Gloss Rubber Co	New Haven
Rubber Footwear	
The Goodyear Rubber Co	Middletown
United States Rubber Prod Inc (Keds, Kedettes, Gaytees, U S Royal Footwear)	Naugatuck
Rubbish Burners	
The John P Smith Co	423-33 Chapel St New Haven
Safety Fuses	
The Ensign-Bickford Co (mining & detonating)	Simsbury
Saw Blades	
The Capewell Mfg Co (Hack Saw, Band Saw)	Hartford
Scales-Industrial Dial	
The Kron Company	Bridgeport
Scissors	
The Acme Shear Company	Bridgeport
Screw Machine Products	
The Apex Tool Co Inc	Bridgeport
The Connecticut Manufacturing Company	Waterbury
Corbin Screw Div, American Hardware Corp	New Britain
The Blake & Johnson Co	Watervile
The Centerless Grinding Co Inc (Heat treated and ground type only)	Bridgeport
19 Staples Street	
The Eastern Machine Screw Corp	New Haven
Truman & Barclay St	
The Humason Mfg Co	Forestville
The Greist Mfg Co (Up to 1 1/4" capacity)	New Haven
Scovill Manufacturing Co	Waterbury

(Advt.)

# IT'S MADE IN CONNECTICUT

—CONTINUED—

<b>Screws</b>		<b>Steel—Magnetic</b>		<b>Valves—Automatic Air</b>
The Blake & Johnson Co (machine) Waterville Corbin Screw Div, American Hardware Corp	New Britain	Cinaudagraph Corporation	Stamford	Beaton & Cadwell Mfg Co New Britain
Sargent and Company	New Haven	Stereotypes		Valves—Flush New Britain
Clark Brothers Bolt Co	Mildale	W T Barnum & Co Inc	New Haven	Beaton & Cadwell Mfg Co New Britain
The Charles Parker Co (wood)	Meriden	Stop Clocks, Electric		Valves—Relief & Control New Britain
Scovill Manufacturing Co (cap and machine)	Waterbury	The H C Thompson Clock Co	Bristol	Beaton & Cadwell Mfg Co New Britain
<b>Screws (Machine)</b>		Studio Couches		<b>Ventilating Systems</b>
The Connecticut Manufacturing Company	Waterbury	Waterbury Mattress Co	Waterbury	Colonial Blower Company Hartford
<b>Scythes</b>		<b>Surface Metal Raceways &amp; Fittings</b>		Vises Hartford
Winsted Manufacturing Co	Winsted	The Wiremold Company	Hartford	The Charles Parker Co Meriden
<b>Sewing Machines</b>		Switchboards		<b>Washers</b>
The Greist Mfg Co (Sewing machine attachments)	503 Blake St New Haven	Plainville Electrical Products Co	Plainville	The Blake & Johnson Co (brass, copper & non-ferrous)
The Merrow Machine Co (Industrial)	2814 Laurel St Hartford	Rockbestos Products Corp (asbestos insulated)	New Haven	American Felt Co (felt) Waterville
<b>Sheet Metal Products</b>		Switches		Clark Brothers Bolt Co Mildale
The American Brass Co (brass and copper)	Waterbury	Colt's Patent Fire Arms Mfg Co	Hartford	The Sessions Foundry Co (cast iron) Bristol
<b>Sheet Metal Stampings</b>		Tanks		J H Sessions & Son Bristol
The American Buckle Co	West Haven	The Bigelow Company (steel)	New Haven	The Raybestos Div of Raybestos-Manhattan Inc (clutch washers) Bridgeport
The Patent Button Co	Waterbury	Tape		<b>Watches</b>
J H Sessions & Son	Bristol	The Russell Mfg Co	Middletown	Benrus Watch Co 30 Cherry St Waterbury
<b>Showcase Lighting Equipment</b>		Tap Extractors		Waterproof Dressings for Leather
The Wiremold Company	Hartford	The Walton Co	94 Allyn St Hartford	The Viscol Company Stamford
<b>Signals</b>		Taps, Collapsing		<b>Webbing</b>
The H C Cook Co (for card files)	32 Beaver St Ansonia	The Geometric Tool Co	New Haven	The Russell Mfg Co Middletown
<b>Silks</b>		Tarred Lines		Welding Rods
Cheney Brothers	South Manchester	Brownell & Co Inc	Moodus	The Bristol Brass Corp (brass & bronze) Bristol
<b>Sizing and Finishing Compounds</b>		Telemetering Instruments		Wicks
American Cyanamid & Chemical Corp	Waterbury	The Bristol Co	Waterbury	The Russell Mfg Co Middletown
<b>Smoke Stacks</b>		Textile Machinery		The Raybestos Div of Raybestos-Manhattan Inc (oil burner wicks) Bridgeport
The Bigelow Company (steel)	New Haven	The Merrow Machine Co	Hartford	<b>Wire</b>
<b>Soap</b>		Textile Mill Supplies		The Bristol Brass Corp (brass & bronze) Bristol
The J B Williams Co (industrial soaps, toilet soaps, shaving soaps)	Glastonbury	Textile Processors	Ivoryton	The Driscoll Wire Co (steel) Shelton
<b>Special Parts</b>		Thermometers		Hudson Wire Co Winsted Div (insulated & enameled magnet)
The Greist Mfg Co (small machined, especially precision stampings)	503 Blake St New Haven	The Bristol Co (recording and automatic control)	Waterbury	The Atlantic Wire Co (steel) Brantford
<b>Sponge Rubber</b>		Thin Gauge Metals		The Platt Bros & Co (zinc wire) Waterbury
The Sponge Rubber Products Co	Derby	The Thinsheet Metals Co (plain or tinned in rolls)	Waterbury	Rockbestos Products Corp (asbestos insulated)
<b>Spreads</b>		Thread		Scovill Manufacturing Co (brass, bronze and nickel silver) New Haven
Palmer Brothers Company	New London	Max Pollack & Co Inc	Groton	<b>Wire Arches and Trellis</b>
<b>Spring Coiling Machines</b>		The American Thread Co	Willimantic	The John P Smith Co 423-33 Chapel St New Haven
The Torrington Manufacturing Co	Torrington	The Gardiner Hall Jr Co (cotton sewing)	South Willington	Wire Baskets
<b>Spring Units</b>		Wm Johl Manufacturing Co	Mystic	Rolock Inc (for acid, heat, degreasing) Southport
American Chain & Cable Co Inc	Bridgeport	Threading Machines		<b>Wire Cable</b>
Owen Silent Spring Co Inc (mattresses and upholstery furniture)	Bridgeport	The Grant Mfg & Machine Co (double and automatic)	Bridgeport	The Bevin-Wilcox Line Co (braided) East Hampton
<b>Spring Washers</b>		Time Recorders		Wire Cloth
The Wallace Barnes Co Div Associated Spring Corp	Bristol	Timers, Interval		The C O Jelliff Mfg Co (All metals, all meshes) Southport
<b>Springs—Coil &amp; Flat</b>		The H C Thompson Clock Co	Bristol	The John P Smith Co 423-33 Chapel St New Haven
The Humason Mfg Co	Forestville	Tinning		<b>Wire Drawing Dies</b>
The Wallace Barnes Co Div Associated Spring Corp	Bristol	Wilcox Crittenden & Co Inc	Middletown	The Waterbury Wire Die Co Waterbury
<b>Springs—Flat</b>		The Thinsheet Metals Co (non-ferrous metals in rolls)	Waterbury	Wire Dipping Baskets
The Wallace Barnes Co Div Associated Spring Corp	Bristol	Tools		The John P Smith Co 423-33 Chapel St New Haven
<b>Springs—Furniture</b>		The Hoggsom & Pettis Mfg Co (rubber workers)		<b>Wire Formings</b>
American Chain & Cable Co Inc	Bridgeport	141 Brewery St New Haven		The Autotype Co Oakville
Owen Silent Spring Co Inc	Bridgeport	The O K Tool Co Inc (inserted tool metal cutting)	33 Hull St Shelton	Wire Forms
<b>Springs—Wire</b>		Tools, Dies & Fixtures		The Humason Mfg Co Forestville
The Wallace Barnes Co Div Associated Spring Corp	Bristol	The Greist Mfg Co	New Haven	The Wallace Barnes Co Div Associated Spring Corp Bristol
<b>Springs, Wire &amp; Flat</b>		Toys		<b>Wire Goods</b>
The Autotype Company	Oakville	A C Gilbert Company	New Haven	The Patent Button Co Waterbury
<b>Stair Pads</b>		The Gong Bell Co	East Hampton	The American Buckle Co (overall trimmings) West Haven
Palmer Brothers Company	New London	The N N Hill Brass Co	East Hampton	Scovill Manufacturing Co (To Order) Waterbury
<b>Stamps</b>		Trucks—Lift		Wire Mesh
The Hoggsom & Pettis Mfg Co (steel)	New Haven	The Excelsior Hardware Co	Stamford	Rolock Inc (all meshes and metals) Southport
141 Brewery St	New Haven	Trucks—Skid Platforms		<b>Wiremolding</b>
<b>Stampings—Small</b>		The Excelsior Hardware Co (lift)	Stamford	The Wiremold Company Hartford
The Greist Manufacturing Co	New Haven	Tube Clips		The Wiremold Company Hartford
The Wallace Barnes Co Div Associated Spring Corp	Bristol	The H C Cook Co (for collapsible tubes)	Ansonia	Wire Reels
<b>Staples</b>		32 Beaver St		The A H Nilson Mach Co Bridgeport
Sargent and Company	New Haven	Tubing		Wire Partitions
<b>Steel Castings</b>		The American Brass Co (brass and copper)	Waterbury	The John P Smith Co 423-33 Chapel St New Haven
The Hartford Electric Steel Co (carbon and alloy steel)	540 Flatbush Ave Hartford	Scovill Manufacturing Co (copper alloys)	Waterbury	Wire Rings
Malleable Iron Fittings Co	Branford	Tubing—Condenser	Waterbury	The American Buckle Co (pan handles and tinner's trimmings) West Haven
Nutmeg Crucible Steel Co	Branford	Scovill Manufacturing Co	Waterbury	<b>Wire Shapes</b>
<b>Steel—Cold Rolled Spring</b>		Typewriters		Bridgeport Chain & Mfg Co Bridgeport
The Wallace Barnes Co Div Associated Spring Corp	Bristol	Underwood Elliott Fisher Co	Hartford	Woodwork
<b>Steel—Cold Rolled Stainless</b>		Typewriter Ribbons		C H Dresser & Son Inc (Mfg all kinds of woodwork) Hartford
Wallingford Steel Company	Wallingford	Underclearer Rolls		<b>Yarns</b>
<b>Steel—Cold Rolled Strip and Sheets</b>		Sonooco Products Co (Climax-Lowell Div)	Mystic	The Ensign-Bickford Co (jute carpet) Simsbury
Wallingford Steel Company	Wallingford	VACUUM Bottles and Containers		Zinc
<b>Steel Goods</b>		American Thermos Bottle Co	Norwich	The Platt Bros & Co (ribbon, strip and wire) Waterbury
Scovill Manufacturing Co (To Order)	Waterbury	Vacuum Cleaners		Zinc Castings
		The Spencer Turbine Co	Hartford	Newton-New Haven Co Inc 688 Third Ave West Haven
				(Advt.)

## SERVICE SECTION

### FOR SALE—RENT—WANTED

**FOR SALE**—One ton Electric Triplex Hoist, 220 volts, 14 feet lift. S. E. 162.

**WANTED**—A water heater for heating raw river water, for use in beater room of paper mill. In submitting your offer please give full details and specifications, and also capacity. Address S. E. 168.

**FOR SALE**—3,700 lbs. 21 $\frac{1}{2}$ " Dia. Cold Drawn Steel Screw Stock, 12' 11" lengths. Address S. E. 169.

**FOR SALE**—A quantity of steel pulleys, split and solid, of all sizes; also shafting, hangers, hanger boxes, etc. Address S. E. 170.

**FOR SALE**—Three horizontal tubular boilers good for pressure of 150 lbs. In excellent condition, quadruple riveted, 72" in diameter, 96 three and one-quarter inch tubes, 18 feet long, built by Bigelow of New Haven, April 8, 1918. Have not been used for 6 or 8 years. Must be removed for needed space. Address S. E. 171.

**WANTED:** By New Haven concern, one used elevator for factory use. Address S. E. 172.

**FOR SALE**—Ideal manufacturing site on Railroad Avenue, Bridgeport, requiring only 100 ft. spur track. Architect has already prepared plan for two-story brick building 30 x 40 ft. which, together with cost of land, can be completed for \$47,000. Address S. E. 175.

**FOR RENT**—Factory space formerly used as automobile salesrooms as follows: 20,000 sq. ft. in Ansonia; 5,000 sq. ft. in Derby; 7500 sq. ft. in West Haven; 5,000 sq. ft. in Branford; and 20,000 sq. ft. in New Haven. S. E. 176.

**FOR SALE**—Valuable tract of glass sand land located on the railroad in Virginia. Sufficient water and transportation facilities. S. E. 177.

### EMPLOYMENT

**PRODUCTION WORK WANTED . . .** Seven years experience with Connecticut manufacturer . . . have applied time study . . . familiar with filling defense contracts . . . penalties, etc. attached to same . . . 31 years of age and single . . . interviews appreciated . . . Address P. W. 625.

**EXECUTIVE**—Market-Minded. Knows advertising, sales management and co-ordination with production. Has been active, both large and small business. As assistant to president, has been trouble shooter in large organization. Has built national distributing forces. Understands people, customer relations. Excellent styling sense. Export in market and product research for long-range planning. Address P. W. 627.

**GRADUATE** of Georgetown University Law School. Extensive law experience. Also corporate, personal and other tax work, general corporate, contract, estate, real estate, banking, etc. Business experience as well as legal. Interested in business and legal work connected with armament or munition. Address P. W. 628.

**ELECTRICAL ENGINEERS GENERAL CONSTRUCTION** and Plant Installation experience. Familiar with mechanical and building trades. Interested in Plant Engineering and Maintenance. Address P. W. 629.

**EDITORIAL**—Experienced newspaper and magazine writer desires permanent connection as member of editorial staff of a house organ or field magazine. He has a well established name as a columnist. Desires to locate in vicinity of Hartford. Address P. W. 630.

**GRADUATE** of Wesleyan University and Columbia University Graduate School of Journalism; four years experience as newspaper reporter and copy editor; hard, accurate, efficient worker; age 27, married, good health; seeks public and employee relations work handling publicity, company and employee publications, et cetera. Address P. W. 631.

**EXPERIENCED FOUNDRY LABORER** aged 34, and a BRASS CASTER, aged 48, are now available for work in the Bridgeport area. Address P. W. 632.

**A MAN** 34 years of age with a B.S. Degree and five years experience as an organic chemist seeks a position in a Connecticut industry. For further details address P. W. 633.

**A BENCH MOLDER** aged 39 living in the Bridgeport area seeks a position in a foundry, preferably near his home. Address P. W. 634.

**"NO TRAINING** needed for me to go back into the brass business to replace drafted man. Practical experience all operations important shop accounting." Address P. W. 635.

**PRODUCTION MANAGER**, associated at present with large manufacturer of precision made products, employing approximately 500 people. 20 years' experience in plant management, tool and die design and construction, costs, methods, production control, purchasing and industrial relations. Thorough technical background in mechanical engineering, cost accounting, business administration and factory management. Age 45, married, seeks position as factory manager or works manager with a progressive manufacturing concern. Address P. W. 639.

**ACCOUNTANT-AUDITOR**—A former Connecticut bank executive age 47 with over 25 years experience in all branches of accounting and office management would like position with manufacturing concern, insurance company or other individual or corporation where his services would be of value. Address P. W. 640.

**GRADUATE** of New York University, B.C.S. Degree, 23 years experience in general and cost accounting, office management, chief accountant and statistician, general plant and factory accountant, desires work in similar fields, preferably in New England. Address P. W. 641.

**CHEMICAL AND MECHANICAL ENGINEER**. Experienced in fuels, combustion, oil burners,—steam, hot water and hot air heating—lubricants, desires technical, sales, service or maintenance position on salaried basis. Address P. W. 644.

**EXECUTIVE** with 18 years experience in production and high pressure distribution, available to expedite electrical and radio material, or any other responsible position with manufacturer. Age 43. Married. Address P. W. 651.

**EXECUTIVE-SECRETARY**. Woman with 4½ years Bureau of Investigation experience and executive secretarial work of legal and insurance nature for 14 years desires position as executive-secretary. Forced to seek new position due to government regulations. Address P. W. 652.

**YOUNG WOMAN** desires to get into industrial personnel work. Also experienced in typing and shorthand. Age 29. Available immediately. Address P. W. 653.

**GENERALLY CAPABLE** executive desires position in war industry. Has held responsible sales and executive positions including General Sales Manager in two large concerns. Forced to seek new location due to government regulation of manufacturing. Address P. W. 654.

**EXPERIENCED PURCHASING AGENT**, familiar with general manufacturing processes, now employed, would consider change. Address P. W. 655.

**MANUFACTURING ACCOUNTANT**—Ten years experience in public accounting, auditing and revising systems and procedures. Especially familiar with manufacturing costs, standards, inventory controls, and effective management reports. Practical, nine years previously operating manufacturing business; can handle personnel. Age 40, married, university graduate, C. P. A.; can take full charge of office or assist busy Treasurer. Salary in line with opportunities. Address P. W. 656 Ind.

**HOUSE ORGAN EDITOR** long experienced in all phases of publication, from reporting to production of a finished paper or magazine, seeks position with manufacturer. Can handle employee recreation activities. Family, College, 43, veteran first World War. Complete history and specimens with first communication. Address P. W. 657.

**SMALL ARMS EXPERT**—Former Real Estate Executive, 20 years experience operating large New York City properties. Study of fire arms mechanisms and experimenting with them has been my hobby for 25 years. Am thoroughly familiar with the mechanics of all types of self-loading arms. Skilled mechanic, 2 years experience instrument manufacturing, one year in the shop. Presently employed. Wish position with manufacturer who needs my technical knowledge. Address P. W. 658 (Ind.)

# FULLERGRIP BRUSHES

Designed and Built for  
Every Machine Need



**FULLERGRIP** made-to-order Brushes are designed for use as moving or stationary parts in machines requiring brushing operations, or for production work. Brush materials gripped in steel. Replacements with refills quickly made.

Our Engineers will work with you to fit brushes to machines in blue print stage, or to machines in production. Send prints and specifications for quotations.

## FULLERGRIP BRUSHES

Standard Equipment for  
many machines in these  
industries:

TEXTILE MILLS  
MEAT PACKING  
FLOUR MILLS  
BAKERY — CANDY  
LEATHER FINISHING  
RUBBER FINISHING  
STEEL & TIN MILLS  
PACKAGING  
LABELING



**The FULLER BRUSH Company**  
*Industrial Division, Dept. 8C*  
3590A MAIN STREET - HARTFORD, CONN.

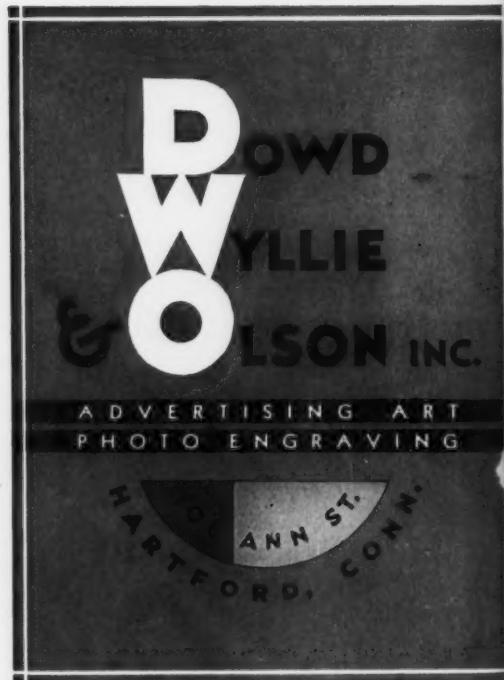
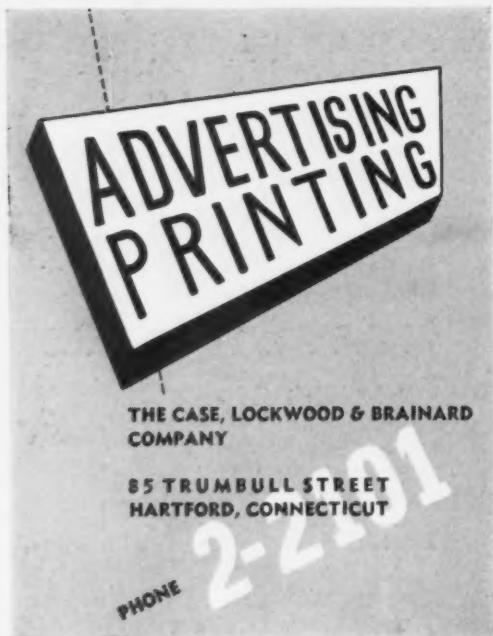


**T**HE telephone is a very sensitive instrument. It will send along just about everything that's put into it — even the sound of a voice faded by distance from the mouthpiece and muffled by a cigar.

Of course, the other fellow won't be able to understand what is said. But that's hardly the telephone's fault. The telephone just transmits what it picks up. When Chinese goes in one end, Chinese comes out the other.

To avoid misunderstanding, to avoid needless repetition, speak directly into your telephone — your lips about one-half inch from the mouthpiece. Don't whisper, don't shout — just speak pleasantly in your natural voice.

#### THE SOUTHERN NEW ENGLAND TELEPHONE COMPANY



THE CASE, LOCKWOOD & BRAINARD CO.  
HARTFORD [1942] CONNECTICUT

